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380 • February 2005

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TakingItEasy

The police were called to the house of a 50-year-old man, having received complaints that the home might be one of those increasingly common ones that the resident loses control of, littered with garbage and vermin and reeking of urine and feces. The zoning inspector declared the home **unfit of human habitation,** but gave the resident credit for trying to improve things: The man had gone to the trouble of installing a porta-john in the middle of his living room. Now the question remains—when will he ever empty the porta-john? But, to look on the bright side, at least he doesn't have to step over the crap any more.

He was arrested as a suspect in a toe-kissing incident. (A 12-year-old girl under a library table). But he didn't want to stop there—he asked her if he could **kiss her liver!** Who is this nut, Hannibal the Cannibal?

Some days it just doesn't pay to get out of bed. A caller to a police station reported that he heard someone screaming and went outside to find a woman lying in the street. When he asked her if she was all right, she started yelling at him, ran inside a residence and appeared to be **smashing things** inside. Police contacted the woman who said she was "just having an argument with herself." (I think I was married to her.)

Here are some interesting tidbits for you to drop into your next mind-boggling conversation. A man robbed a bank armed only with **a long pitchfork;** Thailand tried to acquire fighter jets from Russia, offering to pay for them with chickens (it said they "tried," leading me to assume maybe the Russians didn't jump at the opportunity).

Just when you think you've heard it all. Emergency medical technicians summoned to the home of a grossly overweight woman had the usual problems removing her (inadequate stretcher, doorways too small). But there was a more serious concern for the 480-pound woman—she had not budged from her couch in several years, and its coverings had become grafted onto her skin, requiring her to be transported while on the couch and then having **the couch surgically removed** at the hospital. Which raises the question, how did she tend to her bathroom needs? (By the way, she died in the hospital, of breathing complications; that move was just way too much for her.)

Here are some excuses to keep handy in the event you ever need them: (1) A man was arrested after allegedly trying to rob a bank. He told police he merely intended to **help repay the national debt.** (2) He was charged with trespassing after a woman awoke at night to find him holding her arm. He told police that he found the woman's keys in her apartment door and was just trying to return them. (3) And our last clever one of the day, a man was arrested for sexual assault on a mentally disabled woman. He explained the presence of his semen by claiming that he ejaculates when he sneezes and that, in fact, he was surprised that his semen didn't show up on many other patients too. (Truly inventive minds at work.)

A drug informant gave them a tip so detectives had a police dog help search a car. The dog started to sniff and then abandoned his post, but police took the car to the station anyway where another **dog sniffed it** and signaled drugs. A search warrant was obtained, and the owner was arrested for cocaine possession. BUT a judge dismissed the charge, ruling that the impound was illegal, in that the first dog never "completed" the initial search, since the dog, partway through the search, had run off to chase a cat. (Yeah, your tax dollar at work.)

You may or may not have heard of Koko, the famous gorilla who was taught about a thousand words in American Sign Language. Well, she had recently been telling her handlers at her apartment at the Gorilla Foundation in Woodside, California, that her mouth hurt. It was **only a toothache,** but treatment would require her to be anesthetized. So the foundation decided to take advantage and give her a complete physical. Afterward, Koko met with her doctors and motioned one woman to come closer. The woman, awed by this brilliant animal, playfully handed Koko her business card, which Koko promptly ate.

A guy was arrested for vehicular homicide and DUI after he drove 12 miles home and went to bed, allegedly oblivious to the dead body of his good friend that was **hanging out his passenger-side window.** The pal had been decapitated by a telephone pole guide wire when he stuck his head out the window after the DUI guy veered off the road. A neighbor called the police the following day when he saw the body still hanging on the door of the truck. And with that, we wish you a Happy New Year! Please don't drink and drive.

Easyriders® ENTERTAINMENT FOR ADULT BIKERS • NUMBER 380 • FEBRUARY 2005

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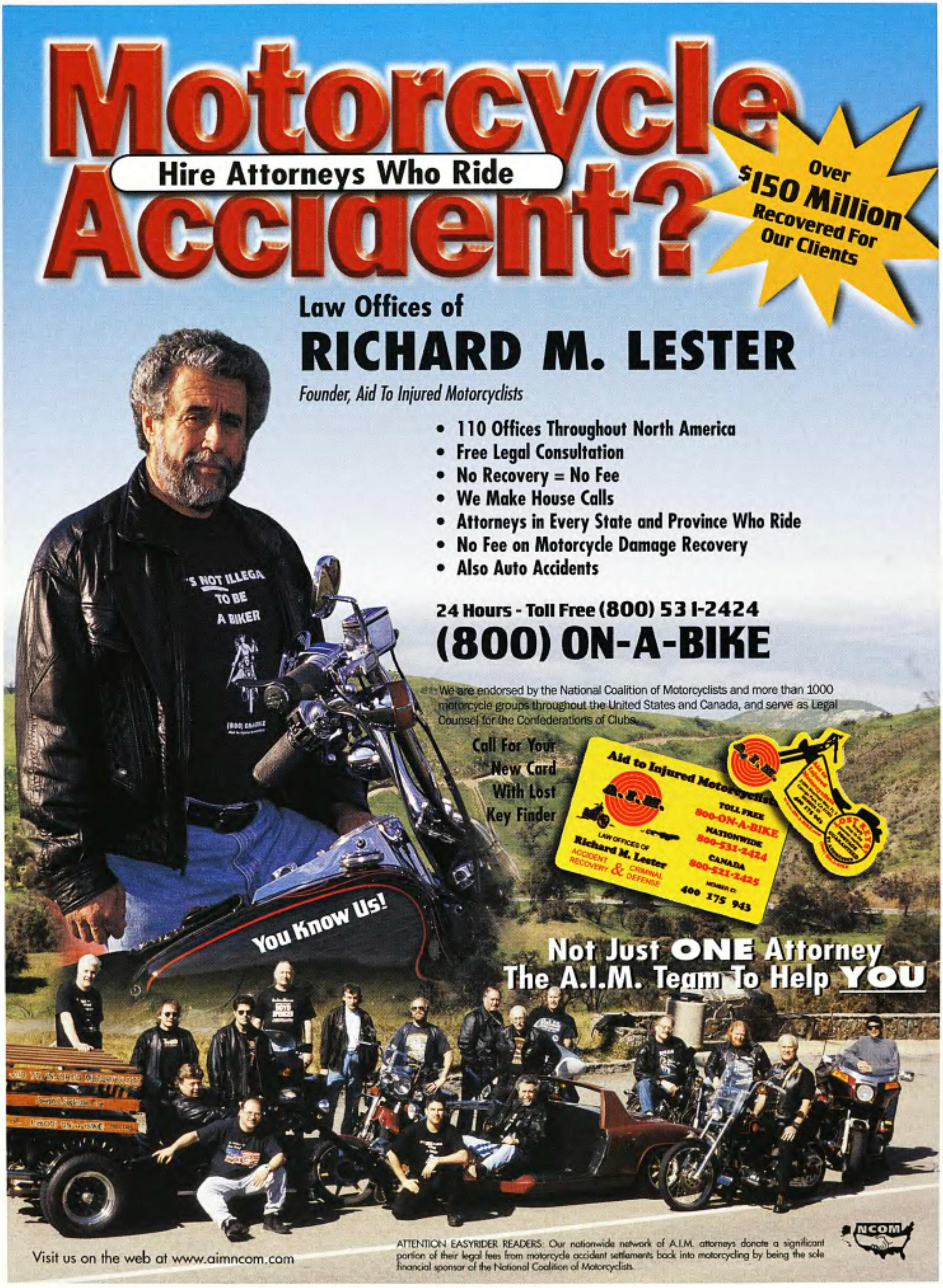

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WordMonger

David Mann

There are so few of the real bikers left now. This new bunch will never really know the life or what it really means. Kind of like the cowboys when they were fading into history, leaving only hoof prints in time to track their passing. They had Charles Russell and Frederick Remington to illustrate their life and times and in so doing, render the Western man immortal.

The bikers had David Mann. The life, as rendered by his brush, was fleshed out with scenes both real and dreamlike, yet authentic and recognizable to the truly experienced: Lush women, hardened brothers, friendship, the life, and, of course, the motorcycle, all flowing from the wind to the canvas.

I have a picture in my mind: two bikes parked on a stretch of highway, engines idling, strong and impatient. The riders have just finished greeting each other. They turn as another motorcycle rumbles up like distant thunder. The rider broadslides up, characteristically, and dismounts, grinning. They greet each other as brothers, mount their rides, kick them into gear, and in the thunder and smoke, Rip, Indian Larry, and David Mann ride free. Forever. Immortal.

I hope that I can prove worthy of their company someday.

Daniel Taylor
Tujunga, California

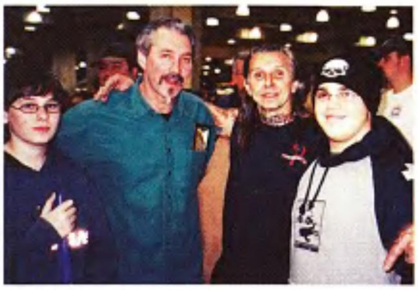
From the Red Haired Stepchild

I've been readin' this mag since it started and have never seen any coverage on the Jersey/Pennsy happening. We have a great weekend thing every year the weekend after Labor Day at Wildwood, New Jersey. The "Roar to the Shore" brings a great time with a lot of people, bikes, and ladies. But no *Easyriders* coverage ever. We have runs, rides and happenings all over south Jersey and Pennsylvania.

If you want a great time, ride through northern Pennsylvania in the fall. The scenery is just as good as Sturgis, South Dakota, without the money-grubbing people. Try to keep us in mind sometime.

Grizzy
All Over South Jersey

Well, instead of bitchin', why don't you and your brothers and sisters send in some pictures of this event. If they're in focus we might just print 'em.



Indian Larry

Today I heard that a piece of history died last night—Indian Larry. He was one of the greatest (if not, the greatest) bike builders in chopper history. Every one of his bikes was better than the last. He also never tried to fit in with everyone else, always doing his own thing.

I knew him through a friend of ours, and whenever I saw him at a show, he would take the time to talk to me or give me suggestions for my bike.

Now that he's gone, the only reasonable idea I can come up with is to dedicate my bike to his memory. When the bike is done, I'll send in pictures.

The enclosed photo was taken by me at the Javits Show in January (I went for my 15th birthday). From left to right: Jesse Bass (Mike's son), Mike Bass (friend of mine and Larry's), Larry, me, Crabs (a friend of Mike's). I don't normally ask for anything but am asking you to publish this photo in memory of Indian Larry.

Jake Benecasa
Colt Spring, New York

Fly By the Seat of Your Pants?

First of all, GREAT mag—keep supporting our troops. Second, Bo Philips' "Speed Merchant" in the September '04 issue is outstanding. Anything built on or around the Redneck guys just can't be beat. But I noticed what appears to be a "Fly" on the seat in the leading photo on Page 66. Was this staged or just a fluke? Kind of gives a new meaning to "Fly by the seat of your pants."

Bradley
Spanish Fort, Alabama

We don't usually allow Miraculous Mutha on the set when we shoot a bike feature. That's one of her "pets."

She Wants Her Own

I started riding in the fall of 2000 when my husband encouraged me to ride our new 1997 XL 1200 Custom. Little did I know his enthusiasm for my learning to ride was because he wanted to purchase a 2001 FLSTC. And what better reason to purchase a second bike than because your wife wants to ride her own; his method of deception worked.

I completed the motorcycle safety course and was offered a job as parts supervisor at Century H-D. Then came the itch for my new bike, a 2003 Fat Boy, Radical Paint Set No. 69 of 200. My husband and I get a lot of looks about that number (69). There are only four aftermarket parts on my bike, as well as a 95-inch kit, which my personal Harley surgeon, Todd Stitt, at Century said I couldn't live without. He was absolutely right. Every 53-year-old grandma needs a 95-inch kit. And my dress and hat were the closest thing to chrome that I could find for my son's wedding.

Carol Carter
Seville, Ohio

"Hooked" on Harley

A very special person in my life lost his hand to an accident at work when he was 21. The doctors told him he would never be able to ride a motorcycle with his hook. In 1995 he bought a Softail and proved the doctors wrong. Notice the hook on the accelerator.

Nikki Swain
Georgetown, Illinois

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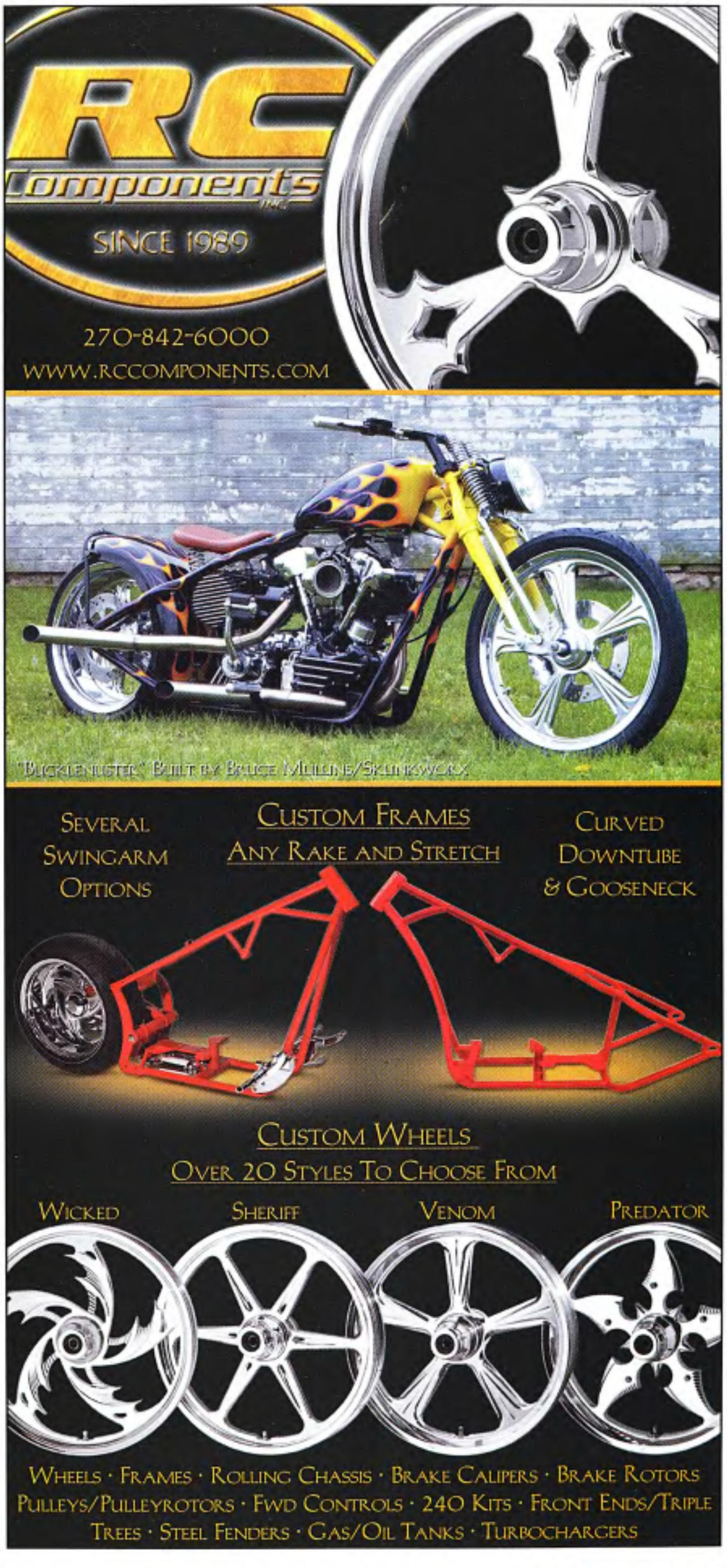
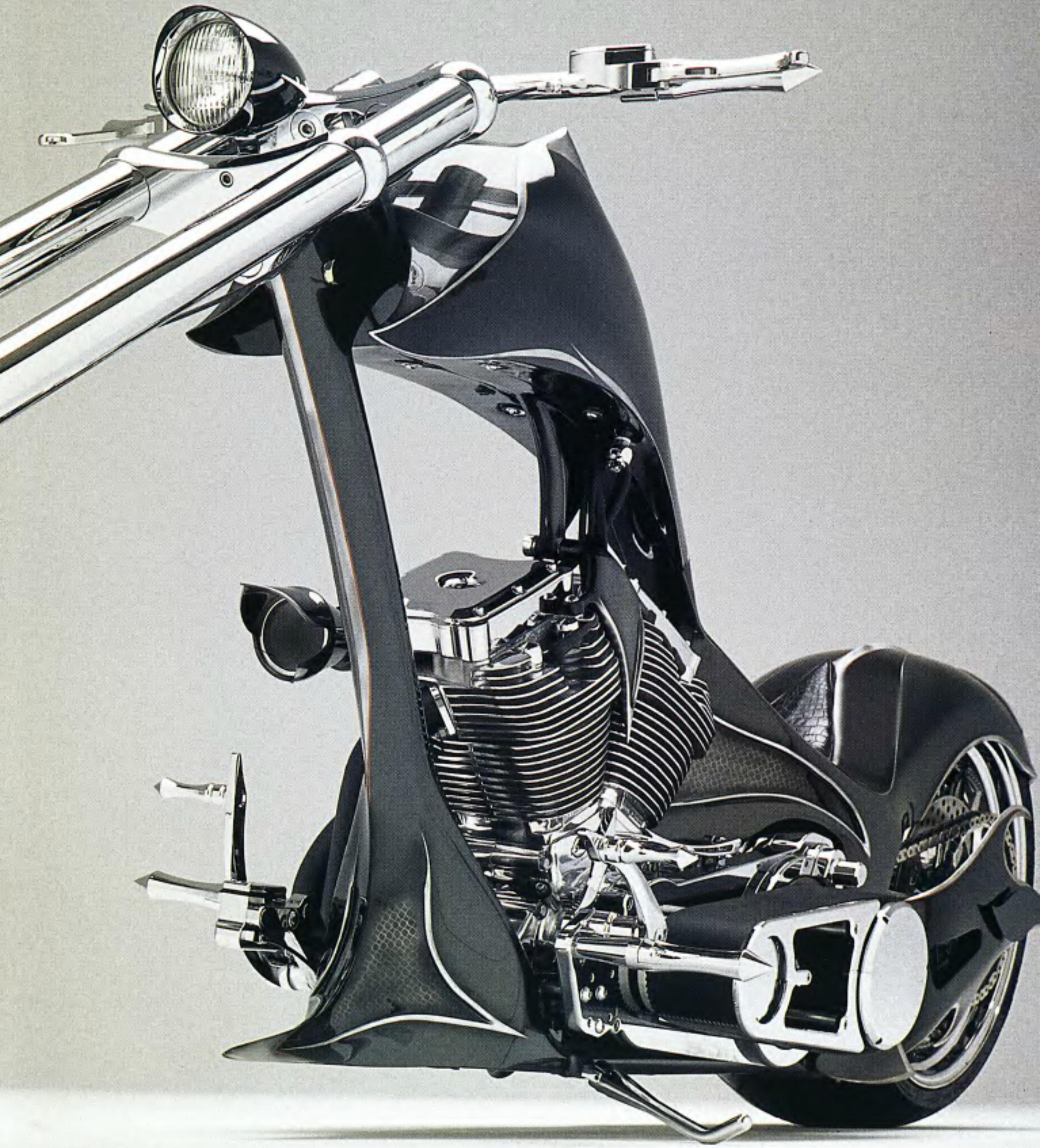


ELEVEN FEET OF BAD-TO-THE-BONE CUSTOM BY THE CHOPP SHOP

BEST OF SHOW!

"I've always wondered why no one's ever styled a motorcycle quite like this," Trae Coburn asks. "I mean, it's obvious. All sharp edges and points, sinister and wicked and the whole thing just flows." Well, Trae doesn't have to wonder any more. He can open the door to his own garage and see the answer parked inside. That long and low and sinister and flowing motorcycle is right there and it's his, the answer to his question.

While Trae's ram-rodded together a few custom bikes before this one, "this is the first all-out major build I've ever attempted," he says.



Taking that opportunity for all it was worth, this bike incorporates everything Trae wished he could have done, or included, in all those other bikes put together. Absolutely nothing was held back, nothing half-stepped and, as is so often the case with a ground-up build, once things got going the bike took on a personality all its own.

Shannon Davidson at the Chopp Shop in Taylorsville, North Carolina, gets the credit for the actual build and what a build it turned out to be. Trae's first two outings netted a pair of Best of Show trophies, culminating in the *Easyriders* Bike of the Year award. You can bet some other builders around the country are wondering why no one ever styled a motorcycle like this one, too.

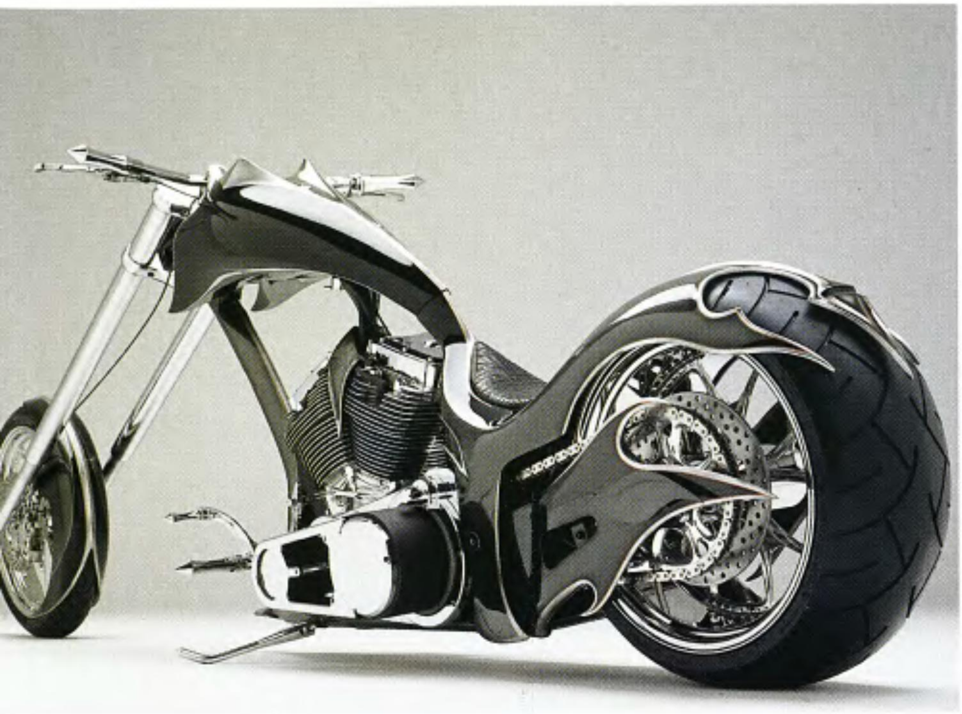
Trae first hooked up with Shannon a couple years back when the Chopp Shop painted a bike for him, so naturally when the time came to do something like this Trae went back to the guy he knew could do the deed, initially asking only about paint. But once these two guys got to talking it became pretty obvious that the entire bike should be built right there at the Chopp Shop, and it should be something special.

The project kicked off with a War Eagle pro-street frame, but looking at it now you'd never recognize it. In truth, there's not much of that original frame left. The bottom cradle, the motor mounts and the pivot point rounds out the "as-delivered" list. Everything else was rebuilt, reshaped or replaced.

For instance, the front downtube is now the oil tank and if you look really close right below the neck you'll see the filler plug. And how about that wicked-looking chin spoiler? More Chopp Shop work. An equal amount of effort went into the Fat Katz fuel tank. Over it, actually. Not sure they could build a tank that didn't leak, the guys took that off-the-shelf tank and used it like a bladder, re-skinning it into the piece of flowing two-wheeled sculpture we see here.

Trae's bike isn't just all show, either. The motor is a 124-cubic-inch S&S-based Twin Cam built by North Carolina's Danny Johnson. A lifelong racer, Danny's engines reflect that experience. "There are some amazingly talented people in that part of the country," Trae's found, and this bike's high-horsepower/always-fun engine bears that out. A Baker 6-speed connects this custom powerhouse with a huge Performance Machine rear wheel and its 280 Metzeler.

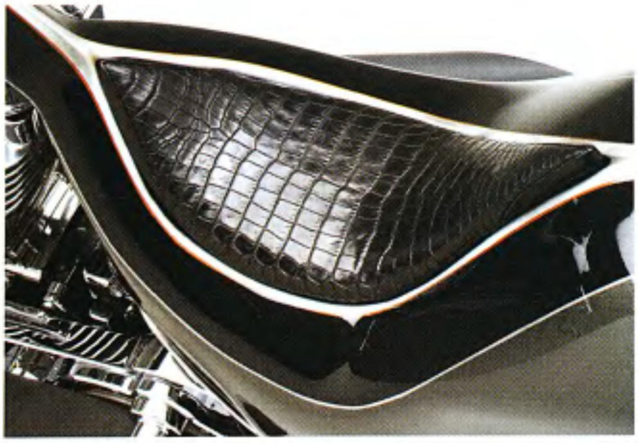
Interesting choice of color here, too. "It's actually sort of a mistake," Trae tells us. "We'd planned on painting the motorcycle a dark brandywine candy. We bought the material and everything. Well, the base coat for that finish called for a charcoal gray and when we sprayed that charcoal gray on with a little metallic in it for added sparkle, Shannon and I looked at each other and said, 'Let's stop right here.' The color really looked good so we decided to just continue on with it, changing our

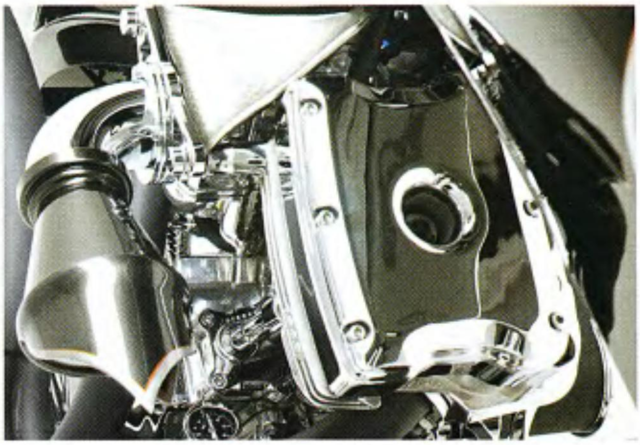


minds right on the spot to charcoal gray and black."

It's a combination you don't see often on a custom, but Trae feels it works perfectly here, complementing the very sinister look of this machine. "Those dark colors just turned out to be perfect," he says. To make sure that dark finish would pop in the sunlight the guys added plenty of metallic to the mix, guaranteeing that the paint would light up and get noticed.

Trae's first-ever big build took about four months to complete and most weekends Trae would come up to Taylorsville from his Myrtle Beach home to lend a hand. "Not that I could really do much," he says. "Shannon, Michael and David at the Chopp Shop are the real heroes. I'd just pitch in where I could." He's being modest. It was Trae, remember, who got this whole ball rolling, had the initial plan and saw it through to the end. That's no small contribution to the 2004 Bike of The Year. *—Joe Kress*





Owner: ....Trae Coburn
City: ....Myrtle Beach, South Carolina

General

Designer: ....Trae Coburn/ The Chopp Shop
Fabrication: ....Chopp Shop
Year/make: ....2004 CS Chopper
Model: ....hidden-shock chopper
Assembly: ....Chopp Shop
Time: ....4 months
Chroming: ....S&H Chroming

Engine

Year: 2004
Rebuilder: ....Danny Johnson
Displacement: ......124 cubic inches
Lower end: ....S&S
Pistons: ....S&S
Cases: ....S&S
Heads: ....S&S/Danny Johnson
Cam: ....Danny Johnson
Carb: ....S&S
Air cleaner: ....Wimmer
Pipes: ....Martin Bros.

Transmission

Year/make: ....2004 Baker
Shifting: ....6-speed, foot

Painting

Molding: ....Chopp Shop
Painter: ....Chopp Shop
Color: ....charcoal/black
Type: ....House of Kolor

Frame

Year/make: ....2004 War Eagle
Type: ....hidden-shock
Rake: ....plenty
Stretch: ....that too
Shocks: ....Progressive Suspension Airtail

Accessories

Handlebars: ....The Chopp Shop
Risers: ....Accutronix
Handlebar controls: ....Performance Machine
Fenders: ......Fat Katz/Chopp Shop
Headlight: ....Headwinds
Taillight: ....LED
Speedo: ....none
Pegs: ....Thunder Cycle Design
Electrics: ....Chopp Shop
Foot controls: ....Pro-One
Gas tank: ....Fat Katz/ Chopp Shop
Oil tank: ....hidden
Oil system: ....S&S
Primary cover: ....Billet 4-U
Seat: ....High Roller
Mirrors: ....none
Grips: ....Thunder Cycle Design

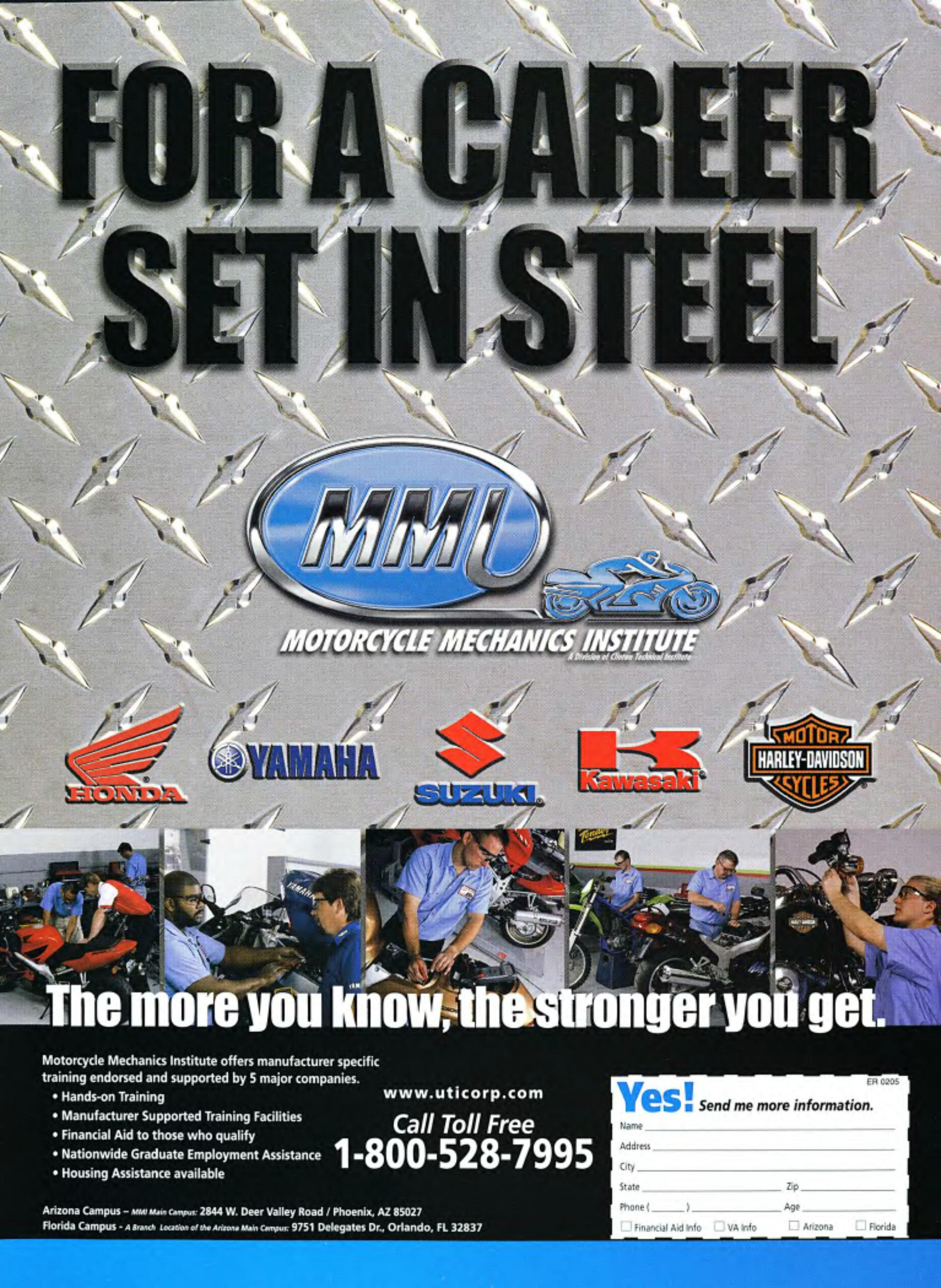
Front end

Type: 63mm
Builder: ....Thunder Cycles

Wheels

Make: ....Performance Machine
Size: ....21 x 3.5, 18 x 10.5
Tires: ....Metzeler, 280 rear
Brakes: ....Performance Machine

Photos: ....Aaron Stevenson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Bassett Engineering's Instruments Package

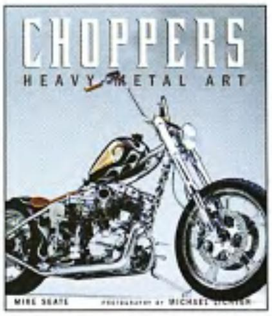
Leading the way in bold, new designs for high-end custom motorcycle products, the folks at Bassett Engineering introduce their Over 'N Under billet gauge console. Designed for use with Deuce-style handlebar risers, the Over 'N Under features a mini-tachometer and oil pressure gauge to keep your engine's vital signs well within view. Billet aluminum construction and a show-polish finish add a high-tech look to any motorcycle, stock to full custom. Bassett Engineering will soon be releasing a new line of specific handlebar risers to be used with the Over 'N Under console and metric fitments are coming soon.

For more information, contact Bassett Engineering at 408-846-9099 or sic your rabid mouse onto www.bassett-eng.com

Piston Head Risers

Central Coast Customs' main business is building wicked two-wheeled rides, but these guys also find the time to manufacture a line of trick accessories for chopper fans with a taste for truly original parts. These Piston Head handlebar risers are an example of what CCC has to offer and come in 2-, 4- and 6-inch version, starting at $280.

Call 831-476-3901 or go online to www.centralcoastcycles.com for more goodies from Central Coast Cycles.



Now For The Book Worms

Motorbooks International just released *Choppers: Heavy Metal Art*, a book written by Mike Seate and illustrated by illustrious photographer Michael Lichter. The hefty, hardbound volume features 240 luscious color pages of wall-to-wall bike builders' profiles and their crazy creations. Seate separated the book in three parts, showcasing the work of established chopper legends such as Arlen Ness and Donnie Smith, moving on to the young guns the likes of Kendall Johnson and Billy Lane. Wrapping things up, the author introduces the new comers such as Roger Goldammer and Hank Young.

Choppers: Heavy Metal Art is available at fine bookstores everywhere.

New Bassani Softail Power Curve

If you listen to the folks at Bassani, they'll tell you their Power Curve true dual crossover exhaust conversion outperforms the competition hands down. This unique system is being offered for all Y2K-to-present Softails. Designed, tuned and sold as a model-specific, complete system, each Softail Power Curve kit is a direct bolt-on replacement for the stock components. Developed to achieve proper port angle and tuned rear pipe length, it's said to offer improved low-end torque, high-tech appearance and a unique exhaust note. The kit also features a pair of Bassani's trend-setting, 3-inch slash-cut, slip-on mufflers, which were designed specifically for this application. Pipes are fabricated from 16-gauge steel, fit with custom heat shields and finished in rugged, show-quality chrome. Offered exclusively through North County Customs, this latest addition to the Bassani lineup retails for $799.

For complete details call 866-439-4287 or visit the Web site at www.bassanipipes.com.

Gloves In A Bottle Protect Your Hands

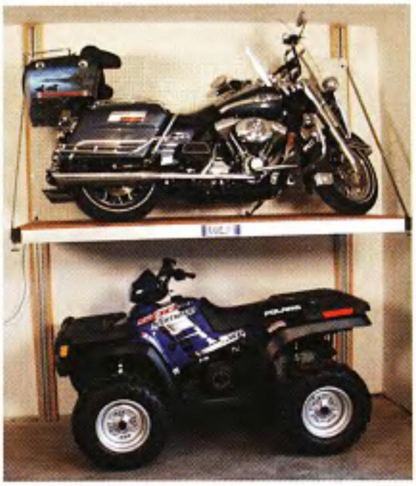
Gloves In A Bottle is a protective skin lotion designed for those working in the automotive and motorcycle industry. It binds with the skin, forming an invisible pair of gloves to help protect against the damage caused when working with machinery and chemicals while protecting against cracking and drying from cold weather. It also makes clean up easier after doing oily, dirty work.

Many automotive and household chemicals are absorbed directly into your skin, causing skin disorders or just plain dry, cracked skin. When exposed to petroleum products, paint, paint hardeners or thinners, cleaning products, or even gloves, you are further drying and irritating your skin, says the manufacturer. Gloves In A Bottle is virtually undetectable once dry, lasts four hours or more, and comes off naturally with exfoliated skin cells.

Gloves In A Bottle is available in 9,500 pharmacies nationwide as well as a wide variety of other stores. For more information call 800-600-1881 or visit www.glovesinabottle.com.

Lift Motorcycles Six Feet Off Ground

HyLoft USA recently introduced Loft-It, a platform lift that increases useful space inside garages by lifting bikes and bulky items off the floor. Loft-It is capable of lifting 1,000 pounds with just the turn of its keyed switch. Measuring 4-feet deep by 8-feet wide, the lift's platform travels on two vertical tracks. When installed on any structurally sound wall, the elevator



does not need any other supports.

An electric motor is hidden inside the platform to operate the lift. Both the vertical tracks and the platform are constructed of aircraft-grade aluminum. Long-term lifting strength is provided by two half-inch stainless steel cables and a built-in safety mechanism will not allow the platform to be raised if overloaded. The safety system also stops the lift from lowering if it comes in contact with objects left underneath. To prevent unauthorized use of the lift, the remote operating switch includes a removable key.

Retailing for less than $2,000, Loft-It is available in the U.S. through the HyLoft dealer network. Call 602-417-1567 for information or go to www.hyloft.com.

Spade's New Attila Fork Clamps

Attila is the name of Spade's newest fork clamp model. The manufacturer says Attila clamps will add aggressive attitude and a unique look to any motorcycle compared to the standard smooth, standard profile clamps found on most bikes on the road today.

"When we design our parts, we want them to reflect an aggressive, more rebellious attitude." said chief designer for Spade, Chad Petit. "The more a bike can look like a rolling weapon, the better."

Features of the Attila clamps include a spiked wing profile with a raised tribal design. It's available in 0-, 3-, 5- and 7-degree rake configuration for 41mm wide track applications.

Clean, flush-mount hardware is standard, along with hidden stainless steel cam locks, flush-mount bolts and flush-mount bar mounting system. Machined from 6061-T6 aluminum, the fork clamps are drilled and tapped for fork stop and brake lines.

Spade has priced their product significantly lower than the competition and offers the Attila fork clamps for $499.95 in polished version and $599.95 chromed.

Spade also offers a complete line of billet parts, including belt drives, fork clamps, fork braces, and multiple stock wheel designs. In addition, Spade also features a complete line of men's and women's apparel for riding and casual wear.

For more information on Spade, visit their Web site www.spadebrand.com or call 888-50-SPADE.

Stop & Go Pocket Tire Plugger Kit

Ideally all tubeless tires should be repaired from the inside out. The new Stop & Go Pocket Tire Plugger allows you to make an on-the-spot repair. The unique mushroom shape of these rubber plugs seal off the puncture on the inner wall while the stem expands under pressure to completely fill the hole. A simple turn of the Allen wrench inserted in the Plugger pushes the plug through the nozzle and into the tire.

Fifteen plugs are supplied along with a probe tool, rasp, retractable blade and laminated instructions.

The Pocket Tire Plugger retails for $31.95. A second version of this kit is available with a CO2 System included for re-inflation of motorcycle and ATV tires. This kit retails for $47.95 and includes 4, 16-gram canisters and a valve adapter.

The entire line of Stop & Go products can be viewed at www.stopngo.com or call 800-747-0238.

Every Biker's Fantasy

Now you can have a beautiful woman riding topless with her hair flying in the wind on your scoot—everyday! The new Woman Gas Cap from Image Motorcycle Products makes every red-blooded biker's fantasy come true. The cap features a beautifully sculpted woman, kneeling to ride the wind. IMP gas caps are cast in aerospace-quality stainless steel, are heat-treated and hardened. IMP offers a 100% money back guarantee against breakage for life.

Call Image Motorcycle Products at 800-305-5838 or visit their Web site at www.imagemotorcycle.com.

MD Billet's 3-Piece Wheels

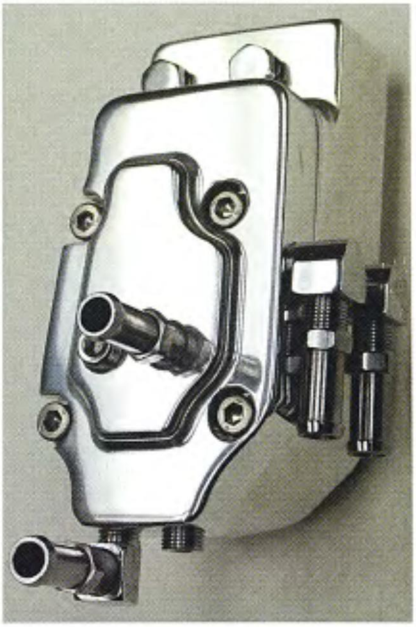
RMD Billet now offers 3-piece billet wheels with a center that's machined from 6061 billet aluminum and features one of RMD Billet's many different designs. The center can also be customized with your own design. The wheel centers are mated with spun aluminum halves and 40, 12-point chrome

bolts. Rear wheels are available in 5.5-, 8.5-, and 10.5-inch widths. Call about custom widths. Front wheels are available in 21-x-2.5-inch. All wheels come fully assembled and are offered in polish, chrome, or powdercoat finishes. Matching rotors and pulleys also are available. Rear wheels are set up for drive-side brake and pulley/sprocket.

Contact RMD Billet at 507-348-8877, or go to www.rmdbillet.com.

Pro-Series Smart Pump Gets Oil Cleaned Before It Enters Engine

TP Engineering recently introduced its Pro-Series Smart Pump that sends motor oil to the motorcycle's oil filter to be cleaned before it enters the engine, rather than filtering the oil after it leaves it, as many V-twin oil pumps do. And, for the first time, V-twin engine owners may now use 10-micron oil filters on their bikes for superior filtration. The new Pro-Series Smart Pump utilizes the same patented 3-valve technology used in other Pro-Series oil pumps to ensure constant delivery of oil to the crankshaft, even at idle. The Pro-Series Smart Pump is available for all V-twin engines as well as 1973-1983 Harley shovelhead apps.



For additional information, visit www.tpengineering.com

V-Rod Gets Cool Wheels (below)

Harley-Davidson VRSC motorcycles are now available with a new wheel option: the staggered 10-spoke cast aluminum wheel. Whick look much better.

The new front and rear wheels feature a polished rim and silver-painted spokes with a cast finish. As the first factory wheel option for Harley VRSC motorcycles, the staggered 10-spoke cast aluminum wheel is offered as an alternative to the standard aluminum solid disc wheels.

See your Harley-Davidson dealer or go to www.harley-davidson.com.

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AEROSMITH

DREW DONNELLY'S HARD ROCK PEREWITZ CUSTOM

JAMMING WITH AEROSMITH

In 1964 Steven Tyler formed a band called Chain Reaction that would eventually produce a massive explosion of creativity. In 1969 that band merged with another called The Jam Band. This synthesis created the legendary hard rock group Aerosmith, which would make their first public appearance in 1970; their first album was released by Columbia in 1973. Today Aerosmith belongs to the ages and the annals of rock 'n' roll, as was evidenced in 2002 with the group's induction into the Rock and Roll Hall of Fame.

Located a few blocks from the band members' turf and following a similar timeline—although it was bikes not bands—Dave Perewitz founded Cycle Fabrications in Brockton, Massachusetts, in 1974. Because of their geographic proximity, the teaming of Aerosmith and master builder Dave Perewitz on a custom bike project seemed a natural.

A couple of years ago Dave did a TV show with Aerosmith's guitarist Brad Whitford. Brad and Dave became friends, then along came Drew Donnelly from the small agricultural town of Wheaton, Minnesota, (pop. 1,600) who wanted Dave to build him a bike. It turns out that Drew is the ultimate Aerosmith fan. What a coincidence.

Drew is in banking and while he wears a suit to work, he still fondly recalls the first time he heard an Aerosmith song. At 16 he was hanging out in a little place called Dave's Bar (another coincidence) in Wheaton when the jukebox began playing "Last Child" from the *Aerosmith Rocks* album at which point Drew instantly became an Aerosmith fan.

As for motorcycles, that started when Drew was 13 and he's gone through a progression of bikes including his Road King custom cruiser. While taking part in the Thunder Over Dixie run he met Dave and they clicked.

"I talked to Dave about getting a bike built," Drew says, "but wanted it to have some special meaning. On the same day my wife, Renee, called and told me about

a pink pickup truck she had seen that very night at the Minneapolis Aerosmith concert that was signed by the band members. I go, 'That's it, that's what I want, an Aerosmith theme bike.' Right there at the run I told Dave and he said, 'Oh, I know Brad Whitford. I can do that.' I was a little skeptical, like sure you can, but he did."

The two conjured up the Aerosmith bike concept, then Dave spoke to the band to see what they thought of the idea and if they approved it and they did. As the project rolled along, Steven and Brad would check in on its progress since they lived so close to the Cycle Fab shop.

Says Dave, "We had Keith Hanson paint the phenomenal portraits of each band member, each guy signing his portrait. We took the bike to Florida where Brad and Steven both rode it on a toy run. As for Drew, this bike literally fulfilled his dream. He's got to meet the band several times and has done stuff Aerosmith fans can only dream of."

The bike has made appearances all over the country including Aerosmith concerts often in the company of the band members Steven (lead singer/ vocals), Brad (guitarist), Joe Perry (lead guitarist), Tom Hamilton (bass), and Joey Kramer (drums).

"The public response to the bike has been unbelievable," Dave says. "And since it's painted with PPG paints and I endorse PPG products, they've done a great poster of it. It's been a lot of fun and a really neat deal," Dave says. You can also buy several of the Cycle Fab parts you see on the bike. "Except the paint job," adds Dave with a laugh.

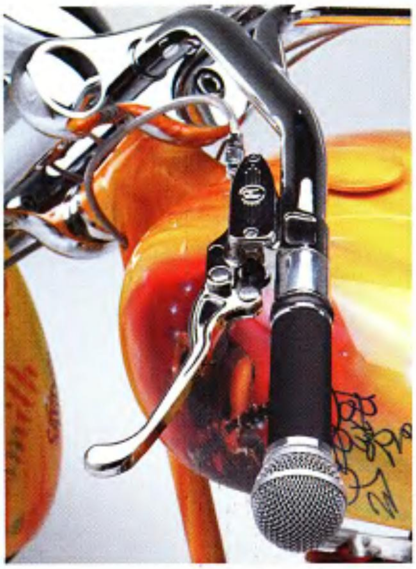
In its planning stages Drew laid down some general parameters. Along with the graphic artwork that he wanted for the bike, he specified dual Mikunis, open primary, fat inverted forks, a fat tire, and a wide gas tank; then Dave Perewitz added his magic.

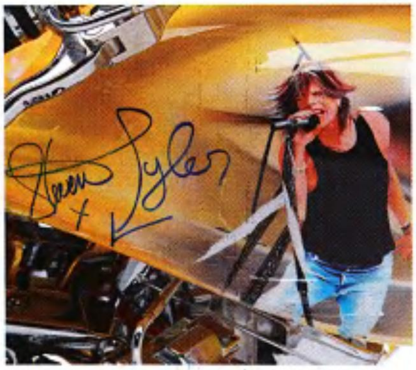
That magic rubbed off on Steven who took a hankering to Drew's bike and made him an offer hard to ignore, but Drew was already planning an Aerosmith room in his house. "We don't want to put it in the garage; we want to be able to see it. Maybe we'll take out the pool table and put in a turntable for the bike. Then add some surround sound speakers playing the music."

Just push play
BIG ONES
Aeros

Speaking of music, Drew says the TP Engineering motor sings. "It's got all the power I need, plus it rides very comfortably. I've been having a great time with it. Whenever I park, there's always a crowd waiting to ask questions."

Fortunately Drew is one person who does know all the answers, having attended about 20 Aerosmith concerts. Take a close look at the handlebar grips. They say it all. Those are Steven Tyler's microphones. *—Paul Garson*





Owner: Drew Donnelly
City: Wheaton, Minnesota
Designer: Dave Perewitz

General

Fabrication:	Cycle Fab
Year and make:	2004
Model:	Special Construction
Assembly:	Cycle Fab
Time:	one year
Chroming:	Chrome Masters

Engine

Year:	2004
Model:	TP Engineering
Rebuilder:	n/a
Ignition:	Crane
Displacement:	121 cubic inches
Lower end:	TP Engineering
Balancing:	TP Engineering
Pistons:	TP Engineering
Heads:	TP Engineering
Cam:	TP Engineering
Lifters:	TP Engineering
Carb(s):	Patrick Racing dual Mikunis
Air cleaner:	Lee Wimmer velocity stacks
Pipes:	TCX custom
Mufflers:	TCX

Transmission

Year:	2004 Baker RSD
Shifting:	6-speed

Painting

Painter:	Cycle Fab
Color/type:	PPG competition yellow
Special paint:	Keith Hanson

Frame

Year:	2004
Builder:	Daytec
Type:	250 STS
Rake:	38 degrees
Stretch:	5 inches
Shocks:	hidden
Modifications:	Legend Air Suspension

Accessories

Bars:	Ness
Handlebar controls:	PM
Fenders:	Cycle Fab/Russ Wernimont
Headlight:	Headwinds
Taillight:	Perewitz
Front pegs:	Performance Machine
Electrics:	Cycle Fab
Gas tank:	Cycle Fab
Oil tank:	Daytec/Cycle Fab
Oil system:	TP Engineering
Seat:	Southeast Auto Trim
Mirrors:	none
Grips:	Steven Tyler's microphones

Forks

Type:	63mm inverted
Builder:	Spike

Wheels

Front

Size:	18 inches
Wheel:	Performance Machine
Tire:	Avon
Brake:	Performance Machine

Rear

Size:	18 inches
Wheel:	Performance Machine
Tire:	250 series Avon
Brake:	Performance Machine

Photographer: Don Rodgers

Happenings

ALABAMA

Abba Shriner's Motor Corp Motorcycle Rally & Bikers Ball
Date: Feb. 4-6
Place: Mobile
Info: 251-873-4385

Annual Florence Prison Run
Date: Feb. 6
Place: Florence
www.HAMCMesa.com

Kids Poker Run & Rally
Date: Feb. 13
Place: Tucson
Info: 520-744-9595
www.pyp.com

ARKANSAS

Annual Swap Meet and Show
Date: Feb. 5-6
Place: ABATE District 1
www.geocities.com/abatedistrict1

CALIFORNIA

SF Rod, Custom and MC Show
Date: Jan. 7-9
Place: Cow Palace, San Francisco
Info: 209-744-8090
www.rpprodinc.com

Easyriders Bike Show
Date: Jan. 8-9
Place: Pomona
Info: 800-962-9857
www.easyriders events.com

Easyriders Bike Show
Date: Jan. 14-15
Place: Sacramento
Info: 800-962-9857
www.easyriders events.com

Long Beach Cycle Show and Swap Meet
Date: Jan. 23
Place: Veteran's Stadium.
Info: 714-557-1846
www.toppingevents.com

Pomona Cycle Show and Swap Meet
Date: Feb. 27
Place: Fairplex, Pomona
Info: 714-557-1846
www.toppingevents.com

Annual Klamath River Run
Date: Mar. 9
Place: Sportsman Lodge, Klamath River
Info: 530-465-2366

COLORADO

Cycle Show and Swap
Date: Jan. 29-30
Place: Denver
Info: 719-269-1721
www.comotorcycle showandswap.com

Tri-State Swap Meet
Date: Feb. 5-6
Place: Nat. Western Stock Show Complex. Denver.
Info: www.tristate swapmeet.com

Super Show & Swap
Date: Feb. 12-13
Place: Colorado Springs
Info: 719-487-8005
pro-promotions.com

FLORIDA

Webster Winter Show and Swap Meet
Date: Feb. 19-20
Place: Webster
Info: 800-832-3477
www.cyclemeet.com

Daytona Bike Week
Date: Mar. 4-13
Place: Daytona
Info: www.daytona chamber.com
www.bikeweek.com

Orlando Bike Week
Date: Mar. 4-13
Place: Orlando
Info: 877-740-3770

GEORGIA

ABATE of Georgia Swap Meet & Bike Show
Date: Jan. 23
Place: Atlanta
Info: 404-294-8900
Afo: 404-294-8900

MDA Bike Show
Date: Feb. 17-20
Place: Centerville
Info: 478-474-3344
www.maconhog.com

ABATE of Georgia Swap Meet & Bike Show
Date: Feb. 27
Place: Lakewood Fairgrounds, Atlanta
Info: 404-294-8900

ILLINOIS

Walneck's Swap Meet
Date: Jan. 16
Place: Lake County Fairgrounds, Grayslake
Info: 630-985-2097
www.walneck swap.com

B&G Promotions Motorcycle Parts Extravaganza
Date: Jan. 30
Place: Peotone
Info: 217-864-9540
bg-promotions.com

Supercycle Show & Parts Expo
Date: Feb. 5-6
Place: Chicago
Info: 262-835-9509
supercycleshow.com

Motorcycle Show
Date: Feb. 11-13
Place: Stephens Convention Center, Rosemont
Info: 800-331-5706
motorcycleshows.com

INDIANA

Motorcycle Expo
Date: Feb. 24-27
Place: Fairgrounds, Indianapolis
Info: 317-546-4344
www.renfro productions.com

KENTUCKY

Easyriders Bike Show
Date: Jan. 29
Place: Louisville
Info: 800-962-9857
easyridersevents.com

LOUISIANA

Annual Poker Run
Date: March 12
Place: Crowley
Info: 337-783-8590

MARYLAND

Mid-Atlantic Int'l Motorcycle Show
Date: Feb. 11-15
Place: Maryland State Fairgrounds, Timonium
Info: 410-561-7323
www.cycleshow.net

MASSACHUSETTS

BikeXpo
Date: Jan. 15-16
Place: Wilmington.
nemotorcycleexpo.com

New England MC Extravaganza
Date: Jan. 29-30
Place: Boston
Info: 386-252-3101
www.cycleprousa.com

BikeXpo
Date: Feb. 5-6
Place: Boston.
nemotorcycleexpo.com

MICHIGAN

Custom Bike Show
Date: Jan. 14-16
Place: Birch Run Expo Center
Info: 800-316-9928, 989-624-0192
www.michigan shows.com

Giant Cycle Swap Meet
Date: Jan. 30
Place: Lansing Convention Ctr.
Info: 800-968-4242
www.motorcycle swap.com

Motorcycle Swap Meet
Date: Feb. 13
Place: Lenawee County Fairgrounds, Adrian
Info: 517-547-6077

Motorcycle Show
Date: Feb. 25-27
Place: COBO Conference / Exhibition Center, Detroit
Info: 800-331-5706
www.motorcy-cleshows.com

Giant Motorcycle Swap Meet
Date: Feb. 27
Place: State Fairgrounds, Detroit.
For info 800-968-4242
www.motorcycle swap.com

MINNESOTA

Motorcycle Swap Meet
Date: Jan. 16
Place: St. Cloud Armory
Info: 612-598-1974

Motorcycle Show
Date: Feb. 4-6
Place: Convention Center, Minneapolis
Info: 800-331-5706
www.motorcycle shows.com

Motorcycle Swap Meet
Date: Feb. 13
Place: Anoka Armory
Info: 612-598-1974

Motorcycle Swap Meet
Date: Feb. 20
Place: St Paul Armory
Info: 612-598-1974

Motorcycle Swap Meet
Date: Mar. 13
Place: Duluth Convention Center
Info: 612-598-1974

NEW HAMPSHIRE

BikeXpo
Date: Jan. 29-30
Place: Salem.
nemotorcycleexpo.com

NEW JERSEY

Motorcycle Spectacular
Date: Jan. 15-16
Place: Somerset
Info: 386-252-3101
www.cycleprousa.com

BikeXpo
Date: Feb. 12-13
Place: Somerset.
nemotorcycleexpo.com

NEW YORK

Motorcycle Show
Date: Jan. 21-23
Place: Javit's Con. Center, NYC.
Info: 800-331-5706
www.motorcycle shows.com

AM-Jam Tattoo Expo
Date: Jan. 21-23
Place: Liverpool
Info: 518-893-2273
www.am-jam.com

Skin and Steel
Date: Jan. 22
Place: Rochester. ABATE
Info: 585-234-0895
www.skinandsteel.com

Annual Pre-Daytona Boogie
Date: Feb. 20
Place: Kingston
Info: 607-863-4295
www.odypro.com

NORTH CAROLINA

Easyriders Bike Show
Date: Jan. 22-23
Place: Charlotte
Info: 800-962-9857
www.easyriders events.com

Super Swap and Bike Shop
Date: Feb. 19-20
Place: Charlotte
Info: 386-252-3101
www.cycleprousa.com

OHIO

Motorcycle Show
Date: Jan. 28
Place: International Exposition Center, Cleveland
Info: 800-331-5706
motorcycleshows.com

Easyriders Bike Show
Date: Feb. 18-20
Place: Columbus
Info: 800-962-9857
easyridersevents.com

OKLAHOMA

Annual MC Show
Date: Mar. 12-13
Place: Tulsa ABATE
Info: 918-734-1815
www.tulok.com/abate

PENNSYLVANIA

BikeXpo
Date: Jan. 22-23
Place: Allentown.
nemotorcycleexpo.com

Winter Blast MC Expo
Date: Feb. 13
Place: Genetti's Conference Center, Wilkes-Barre
Info: 607-863-4295
www.odypro.com

TENNESSEE

Easyriders Bike Show
Date: Feb. 5
Place: Memphis. Eye-popping custom bikes, foxy babes, lotsa music, and friends to make.
Info: 800-962-9857
www.easyriders events.com

TEXAS

St. Valentine's Day Massacre
Date: Feb. 18-20
Place: Kendall County Fairgrounds, Boerne
Info: 210-822-5653
www.massacrerally.com

VIRGINIA

Mid Atlantic Motorsports Expo
Date: Jan. 22-23
Place: Richmond
Info: 386-252-3101
www.cycleprousa.com

WEST VIRGINIA

Motorcycle Swap Meet
Date: Feb. 20
Place: HARV Building, Chester
Info: 724-573-1459

WASHINGTON D.C.

Motorcycle Show, Custom and Antique
Date: Jan. 14-16
Place: Washington Convention Center
Info: 800-331-5706
motorcycleshows.com

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: 818-889-1252; www.easyriders.com

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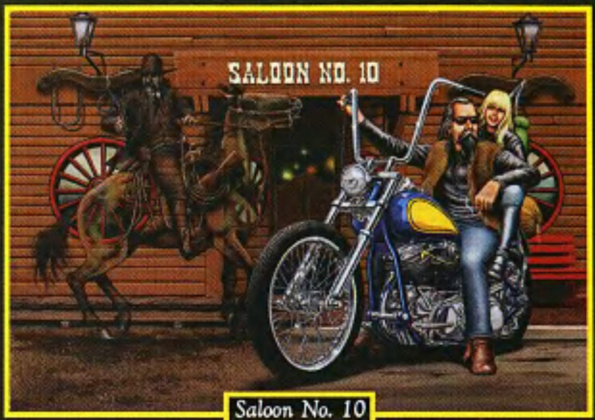
Eyes in the Sky



Saloon No. 10

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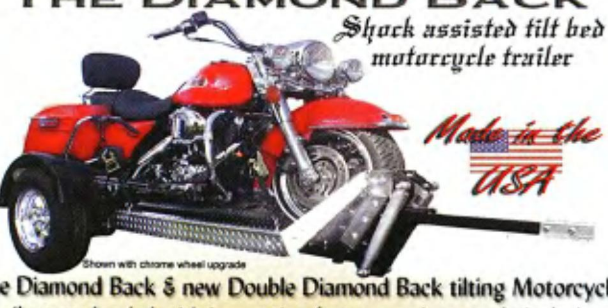

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Photo: provided by Mike X.

Mike and Morgan pose on Mike's Sporty.

SWEEPSTAKES WINNER AWED AT WINNING

Mike X says he never expected to win the Easyriders Sweepstakes Grand Prize—it was the farthest thing from his mind.

"I've never won anything...well, except as a kid I won five silver dollars at a fair, but I spent them before I left," he tells us. Mike had his choice of one of six brand-new Harley-Davidsons, or $18,000 cash. Mike, 46, opted for the cash, he says, because he was already too closely tied to his '74 Sporty and "I have a 10-year-old daughter and the cash is more handier."

Mike wasn't the only winner, either. The five first-place winners each received a $1,000 gift certificate for Dennis Kirk products. Easyriders-branded merchandise grab bags worth $300 went to the 100 second-place winners; the 150 third-place winners grabbed $150 grab bags and there were $100 grab bags for the 200 fourth-place winners.

So the next time you're looking at an Easyriders Sweepstakes entry coupon and thinking, "Oh hell, I don't stand a chance," think of Mike and the 455 other winners. —*Nomad*

Motorcycle Community

MOTORCYCLE HALLS OF FAME COMPLETE THEIR AGREEMENT

The Motorcycle Hall of Fame Museum, located in Pickerington, Ohio, and the National Motorcycle Museum & Hall of Fame, in Anamosa, Iowa, have completed plans to consolidate their respective halls of fame, inductees and procedures under the banner of the Motorcycle Hall of Fame Museum.

As part of the agreement, the Iowa museum will change its name to the National Motorcycle Museum and all members of that museum's Hall of Fame will be added to the Motorcycle Hall of Fame in Ohio. The two museums will continue their own independent operations and management as they have in the past and continue to cooperate sharing motorcycles, memorabilia, art, archived and exhibit material.

The joint announcement was made prior to the 2004 induction ceremony at the Motorcycle Hall of Fame Museum in Ohio.

"This consolidation shows what can be accomplished when two organizations share an inclusive perspective and a love for the heritage of motorcycling," said Mark Mendell, chairman of the Motorcycle Hall of Fame Museum's Board of Directors.

President of the National Motorcycle Museum's Board of Directors, John Parham, agreed, adding, "We believe it's a win-win for the entire motorcycling community, and we're very enthusiastic about our potential for the future."

—*Groanand Bearit*

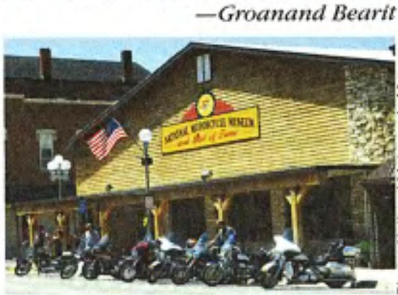

Photo: National Motorcycle Museum

Safety News

MSF Pressures State Of Idaho

The Motorcycle Safety Foundation (MSF) has officially notified the Idaho Motorcycle Safety Program (Idaho STAR) that it has until the end of the year to adopt the new MSF novice training curriculum, known as the BRC. If Idaho STAR does not comply the MSF has indicated it will withdraw official MSF recognition of the Idaho Motorcycle Safety Program. Known as Rider Education Recognition Program or RERP, this MSF designation impacts a state program's access to dealer-loaned equipment and insurance.

The Idaho Motorcycle Safety Program is currently using the long-standing curriculum (MRC-RSS). Furthermore, in what it considers a violation of MSF intellectual property, the MSF will prohibit the Idaho Motorcycle Safety Program from reproducing or distributing any MRC-RSS materials even though the Idaho STAR program purchased these materials.

Asked to comment, Ron Shepard, coordinator Motorcycle Safety Program stated: "It's interesting that the MSF would take such a heavy handed approach to the use of curriculum that has been state of the art for 20 years. In this era of tightened budgets, meeting the demand and doing more with less, threatening to disrupt the training of a state is not serving the needs of the stakeholders."

Jay Jackson, MRF Director of Motorcycle Safety observed: "I resent that so many resources are being expended to determine who will deliver rider education. In the end the actual delivery is affected."

—*MRF*

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1995	5	6	7	8
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	JAN./FEB.	MAR./APR.	MAY/JUN.	JUL./AUG.	SEP./OCT.	NOV./DEC.
1997	12	13	14	15	16	17
1998	18	19		21	22	23
1999	24	25	26	27	28	29
2000	30		32			

QUICK THROTTLE

	JAN./FEB.	MAR./APR.	MAY/JUN.	JUL./AUG.	SEP./OCT.	NOV./DEC.
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1996	5	6		8		10
1997	11	12	13	14	15	16
1998	17	18	19			22
1999			All 1999 Sold Out			
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Coast To Coast

Biker News

HELMET LAW PROPOSED IN CHICAGO: Motorcyclists would be required to wear helmets when they ride through the Windy City if local politicians get their way. A city-wide helmet law has been proposed by Alderman Edward Burke to combat a rise in fatal motorcycle accidents and Mayor Richard Daley is backing the measure but wants to extend the requirement to include bicycle riders, skaters and skateboarders.

ABATE of Illinois has cautioned the Chicago City Council to think twice about enacting a helmet law within its city limits, citing a 1999 state law that says: "No unit of local government, including a home-rule unit, may enact any ordinance requiring motorcycle users to wear protective headgear."

Mayor Daley stated that the city should do what the state legislature has failed to do and that it should not only be a law for motorcycle riders to wear a helmet, but that a helmet requirement should be put in insurance policies. "You should not get an insurance policy unless you have it," Daley said. "How do you get insurance to ride a motorcycle without a helmet?"

ABATE's Cheryl Pearre countered: "If the Chicago City Council ignores the preemption statute and passes a local helmet use ordinance, ABATE of Illinois will employ the legal and legislative means necessary to ensure that state law is enforced, and that the rights of responsible motorcyclists are preserved." Illinois is one of only three states that have no helmet requirement for motorcyclists, while 27 states require youngsters to wear a helmet and 20 states mandate helmets for riders of all ages.

COP'S DISGUSTING DISGUISE: It wasn't too difficult for protesters at the Republican National Convention to figure out that a group of bikers following them around were actually undercover cops, but in a misguided effort to conceal his identity, one officer wore a provocative sticker on his helmet that has led to an even louder protest. "Loud Wives Lose Lives," was the officer's choice of slogan, a play on a biker saying, but the crowd wasn't amused.

According to the *New York Times*, armed with a photo of the officer, the

New York Civil Liberties Union has sent a letter to the police commissioner asking that "prompt action be taken" to address the matter, especially given several recent deadly episodes of domestic violence against women in the New York region.

"There is no excuse for a police officer on official business to be a proponent of domestic violence or other violence against women," said Donna Lieberman, the executive director of the New York Civil Liberties Union. "There are other ways to disguise yourself without this hateful message."

Referring to the controversial sticker, Paul J. Browne, the department's chief spokesman said that, "Undercover officers often adopt personas to include garb that reflects neither their personal nor the department's sentiments but to reinforce the guise that they are not police officers." He added that "offensive as this saying is," it is not uncommon in "misogynistic biker slang emblazoned on clothing, jewelry and equipment."

In this case, the attempt to avoid being recognized as a police officer appears to have failed. According to one witness, a high school teacher named Mike Schwartz, the march "was followed by a group of undercover cops on motorcycles who looked like they belonged in a bad biker movie," highlighting the officer with the offensive sticker.

ROBOCOP ON WHEELS: The Waukee, Iowa, Police Department is looking to purchase a BikeBot. The BikeBot is a robotic motorcycle cop that can be operated by remote control and can speak in-sync with the operator. The BikeBot costs $5,000 and would be used in demonstrations at area schools. A police spokesman said that students react well to the machine as it is used to give safety lessons and other info.

MOTORCYCLE SALES ROARING ALONG: The U.S. motorcycle industry, spurred by the success of Harley-Davidson, has grown steadily in each of the last 11 years, according to the Motorcycle Industry Council. This year, it's booming. "Sales are at an all-time-record high, all brands, all styles," said John Wyckoff, a longtime industry consultant who regularly calls 60 dealers a week and says all are running 10% to 50% ahead of last year in sales. "It just took off like a flying goose," he told the Associated Press in a recent interview.

"I've been in the business all my life and I keep as close as I can to it," Wyckoff said. "It's a phenomenon I don't really understand. It's just amazing."

According to the Motorcycle Industry Council, a not-for-profit national trade association based in California, sales of new motorcycles rose 6.4% to 996,000 in 2003. Overall, the association's latest estimates show the industry generating more than $20 billion in consumer sales and services, including around $7.5 billion in retail sales of new motorcycles.

Continued On Next Page

RON COVELL METALWORKING WORKSHOPS FOR 2005

Photo: Covell

Ron Covell is starting his 12th year giving metalworking workshops, and he'll be traveling to 10 locations in eight states this year. Thousands of people nationwide have learned how to shape and repair sheet metal with simple hand tools, and in most workshops, Ron demonstrates the use of the English Wheel. The workshops are open to people at all levels of experience, and sharing of individual experience is an important part of the workshop. For more info contact Covell Creative Metalworking, 106 Airport Blvd., Suite 105, Freedom, CA 95019, 800-747-4631, or 831-768-0705. Web site: www.covell.biz

Covell Creative Metalworking *Freedom, CA*	January 15 January 16	Beginning Steel Workshop Beginning Aluminum Workshop
Hot Rods & Custom Stuff *Escondido, CA*	February 5 February 6	Motorcycle Fender Workshop Motorcycle Gas Tank Workshop
Fatman Fabrications *Charlotte, NC*	February 12 February 13	Beginning Steel Workshop Beginning Aluminum Workshop
Clackamas Community College *Oregon City, OR*	April 2 April 3	Beginning Steel Workshop Beginning Aluminum Workshop
Carriageworks *Grandview, MO*	April 9 April 10	Working With Tubing Workshop Making Custom Grilles Workshop
Profile Racing Products *St. Petersburg, FL*	May 14 May 15	Motorcycle Fender Workshop Motorcycle Gas Tank Workshop
Covell Creative Metalworking *Freedom, CA*	August 13 August 14	Advanced Steel Workshop Advanced Aluminum Workshop
Air Ride Technologies *Jasper, IN*	September 17 September 18	Advanced Steel Workshop Advanced Aluminum Workshop
Perewitz Cycle Fabrication *Bridgewater, MA*	September 24 September 25	Motorcycle Fender Workshop Motorcycle Gas Tank Workshop
Arlen Ness Enterprises *Dublin, CA*	October 8 October 9	Motorcycle Fender Workshop Motorcycle Gas Tank Workshop
Granatelli Performance *Las Vegas, NV (SEMA week)*	November 5 November 6	Beginning Steel Workshop Beginning Aluminum Workshop
Covell Creative Metalworking *Freedom, CA*	November 12 November 13	Making Bucks and Forms Advanced Metal Shaping Workshop

All Covell workshops for 2005 are $190 per day, and pre-registration is required. You can register for one or both days. The workshops are given as a lecture-demonstration, and people are welcome at any level of experience. Call him at 800-747-4631 (or 831-768-0705 international) for more information or to register.

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Salinas, CA
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CONNECTICUT
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Waterbury, CT
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DELAWARE
2 Wheel Apparel
Dover, DE
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FLORIDA
Proudfoot Motorcycles
Fort Meyers, FL
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Outlaw Leather & Chrome
Ocala, FL
(352) 620-8044

American V-Twins
Orlando, FL
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California Cycles
Panama City, FL
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Jim & Cindy's Biker Depot
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(727) 522-3588

GEORGIA
Bikers Dream of Atlanta
Alpharetta, GA
(770) 752-9160

Hog Heaven
Columbus, GA
(706) 321-1755

Big Dog of Atlanta
McDonough, GA
(770) 914-6076

IDAHO
The Roadhouse
Post Falls, ID
(208) 457-1150

ILLINOIS
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NEVADA
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Greg Dekdebrun Ski Shop
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Jim's Cycle Shop
Axtell, TX
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Big Dog of Houston
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Biker News CONTINUED

"This is a generation that refuses to age. That's at the core of this. 'I'm not an old man or woman and here's the proof,'" said Chick Hancock, a Harley dealer in Albuquerque, New Mexico, who initially feared an oversupply when Harley announced it would increase production 8% this year. "Even with some horrendous weather in the East, things are still looking good."

Even for motorcycles that haven't been ridden in a while, the resale value is going up in the used market, according to Frank Wal, who works at trade shows for BMW. "People are looking for cheap transportation, fuel economy, that type of thing. You're seeing a lot more motorcycles being sold that probably sat in the garage the last two or three years. It's putting a lot more bikes on the road."

KRYPTONITE NOT SO SUPER, MAN: The U-Shaped steel locks that bikers and bicyclists have relied upon for years to thwart thieves has been picked apart, quite literally, by an Internet video that shows how to pick the most secure locks known to cyclists with a Bic pen. Just stick the non-writing end into the cylinder-shaped keyhole and twist. *The New York Daily News* reported that lock maker Kryptonite is scrambling to reassure customers that it is working on a solution, and they said it will provide free product upgrades for certain locks purchased since September 2002 and urged consumers to visit its company's Web site to learn how they can participate in the security upgrade program.

Although the trick apparently works on many locks with tubular cylinder technology including vending machines, some ignitions and other security products, it's the bike industry's best known locksmith, Kryptonite, that's feeling most of the heat. Industry experts say that a recall could cost tens of millions of dollars and would affect riders around the world. *—Bill Bish, NCOM*

Correction: In the July '04 *Easyriders*, a story featuring Nick Fracavilla's chopper built by Eastside Choppers, Page 98, inadvertently failed to credit Kevin Darling and Boyce Pro-Street for crafting the bike's 4-inch belt drive. So, go back, take another look at this bright red scoot and focus on the awesome primary.

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Thunder Mountain H-D
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H-D of Miami
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Miller's Custom Parts
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Wichita

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8025 Blondo - Omaha

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Huntington Station

Zack's V-Twin Cycles
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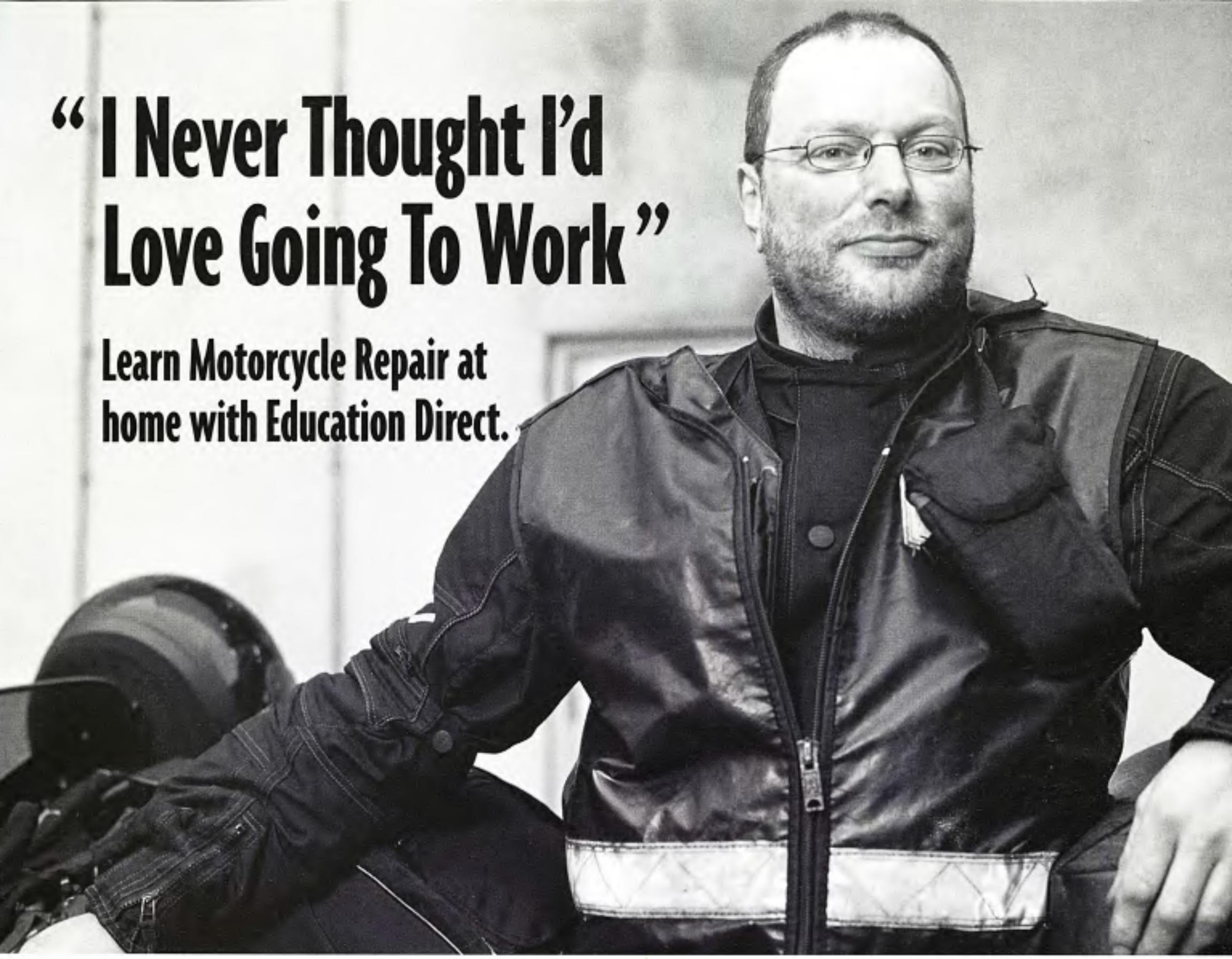
National Law Chart

Neither *Easyriders*, nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			√
Alaska	4		15	17	c	c		p	r	r-28		√
Arizona	4	a,12	14	17	c	c			r	r-29		√
Arkansas	6		r	r, 17	c	c			r	r		√
California	r	a, 6,12		17, 21	c	c		25	r	r-28		√
Colorado		a,12	r	17	c	c			r	r-28		√
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		√
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		√
Florida	32	a,6,12,13	r	r, 17	c	c			r			√
Georgia	r	a,12,13	14	r, 17	c	c		26	r			√
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						√
Illinois		a, 4,12,13	14	r, 17	c	c			r			√
Indiana	4,9	a,12	4	17,18	c	c						√
Iowa		a,4,12		17,20	c	c			r			√
Kansas	4	a,12	14	21	c	c			r (left)	r-28		√
Kentucky	3, 6, 9	a,12	r		c	c			r	29		√
Louisiana	r	a,12	14	17	c	c			r (left)	r		√
Maine	7	a,12,13		r	c	c			r	r		√
Maryland	r, 1	a, 4,12,13	14		c	c		25	r	30		√
Massachusetts	r	a,12	14	17	c	c		p	r	r		√
Michigan	r	a, 4,12	14,16	17	c	c			r	r-28		√
Minnesota	4, 9	a, 4,12	r	r, 17	c	c		25	r	r-28		√
Mississippi	r									r		√
Missouri	r	a,12		17						r		√
Montana	4	a,12		r, 17	c	c			r			√
Nebraska	r	a,12,13		17	c	c						√
Nevada	r	a,12	14	17	c	c			r			√
New Hampshire	4	a,12	14	17	c	c			r	r		√
New Jersey	r, 1	a	9a	17	c	c			r	r		√
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		√
New York	r, 1		r	r, 17	c	c		25	r	r		√
North Carolina	r	a		r, 17	c	c			r	r		√
North Dakota	1, 4	a,10		17	c	c			r			√
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		√
Oklahoma	4		14	r, 17	c	c						√
Oregon	r	a,12		r, 17	c	c			r	r, 28		√
Pennsylvania	6	a,12,13	r	r, 17	c	c		26	19	r		√
Rhode Island	3, 6, 8	a, 11,12,13	r		c	c		p	r	r		√
South Carolina	1, 6		14	r, 17	c	c			r	r		√
South Dakota	4	a,12,13	14	17	c	c			r			√
Tennessee	r	a,12	14	r, 17	c	c			r			√
Texas	31	r, 4		17a	c				r	r		√
Utah	4	a,12		17	c	c			r	r		√
Vermont	r, 1	a,12	14	17	c	c			r	r		√
Virginia	r	a,12	14	17	c	c			r	r	p	√
Washington	r	a, 4	14	r, 17	c	c	23		r	r, 28		√
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		√
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		√
Wyoming	4	a		r, 17	c	c			r			√
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

√ In effect on designated rural interstate highways
r Required by law
a Available for all eligible applicants
p Prohibited to use or possess
c Required if carrying a passenger
1 Reflectorization required
2 Must have in possession
3 Required for novice riders
4 Required under age 18
5 Required under age 19
6 Required under age 21
7 Required under age 15 with learner's permit or for one year after obtaining license
8 Required for passengers
9 Required for instructional permit holders
10 Required under age 16
11 Required for first-time applicants
12 May waive skills test for successful completion of rider education
13 May waive knowledge test for successful completion of rider education
14 Required by law unless equipped with windscreen
15 Required unless equipped with windscreen that is 15 inches above handlebars
16 Required at speeds over 35 mph
17 Modulating headlight permitted
18 Required for vehicles manufactured after 1/1/56
19 Required for vehicles manufactured after 1/1/75
20 Required for vehicles manufactured after 4/1/77
21 Required for vehicles mfg'd during or after 1978
22 Required for vehicles mfg'd during or after 1980
23 Prohibits passengers under age 5
24 Prohibits passengers under age 7
25 Single earphone only
26 To be used for communication purposes only
27 Required by inspection regulations
28 Random
29 Annual emissions, some areas
30 Upon title transfer
31 Optional over 18 with proof of $10,000 of medical insurance for bodily injuries.
32 Not required over 21 with a minimum of $10,000 in medical insurance.



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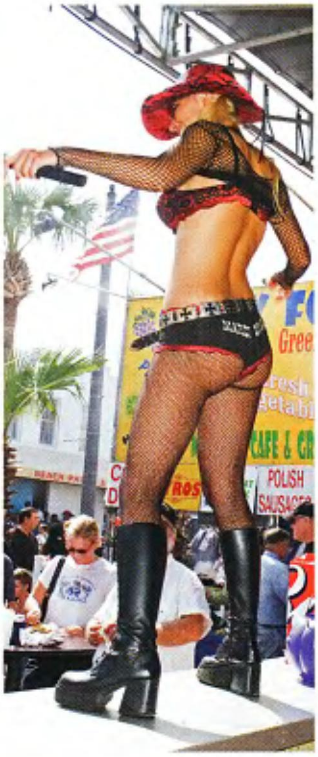
BIG WINDS DIDN'T STOP THE PARTY

BIKETOBERFEST 2005

While the rest of the country was preparing for a long winter's nap, Daytona Beach, Florida, was awash in a sea of black leather and thunder that only a hundred thousand motorcycles can bring. The 12th annual Biketoberfest was as much fun as their March Bike Week. Actually, it was more fun since you could maneuver the roads easier and get everywhere faster. Biketoberfest offers everything Bike Week has, but there were a lot less people to deal with. We like that.

There were a few downers, though. Y'see, Daytona Beach was devastated by the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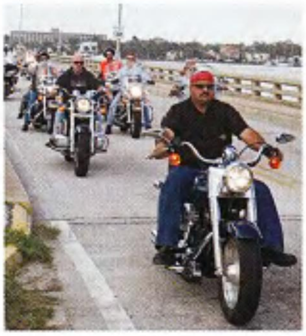
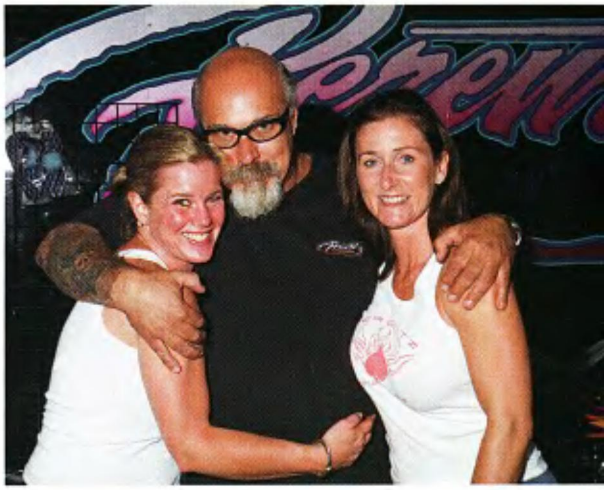
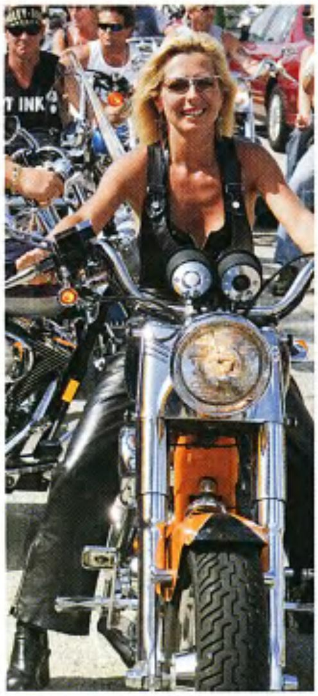
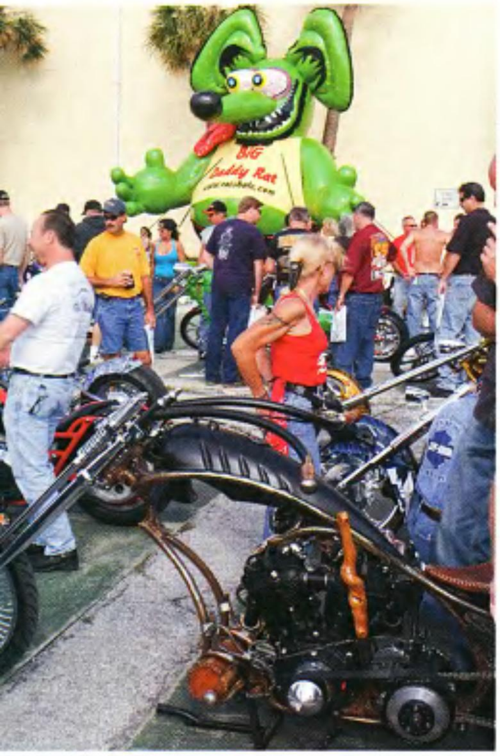




BIKETOBERFEST
DAYTONA BEACH, FL

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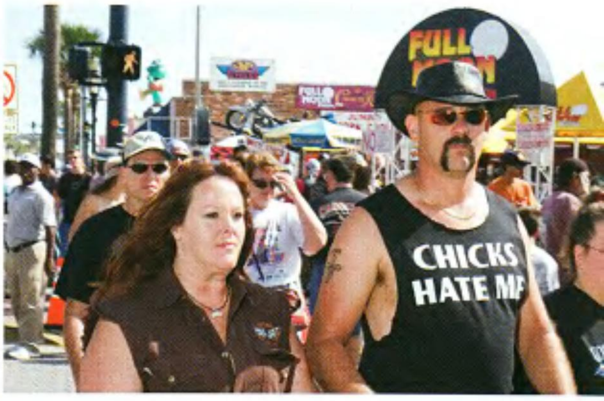
Daddy Rat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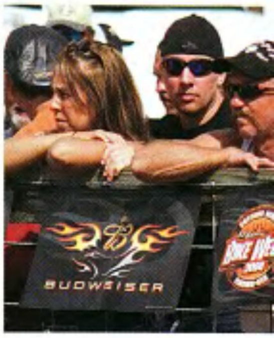
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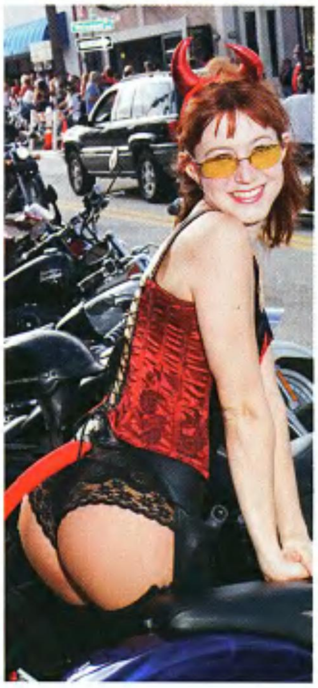
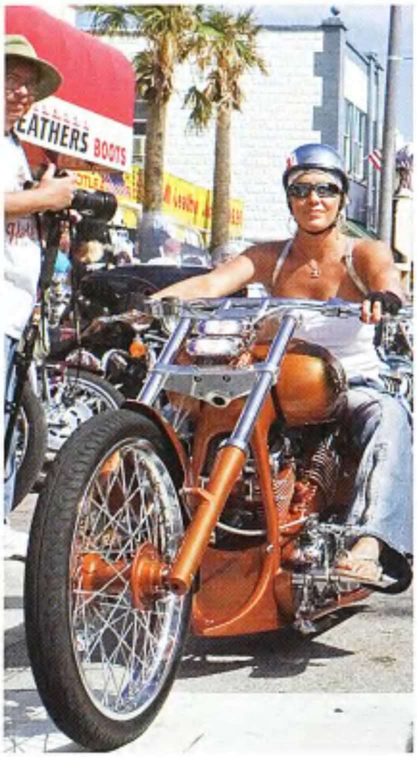


Dirty Harry
WET T-SHIRT

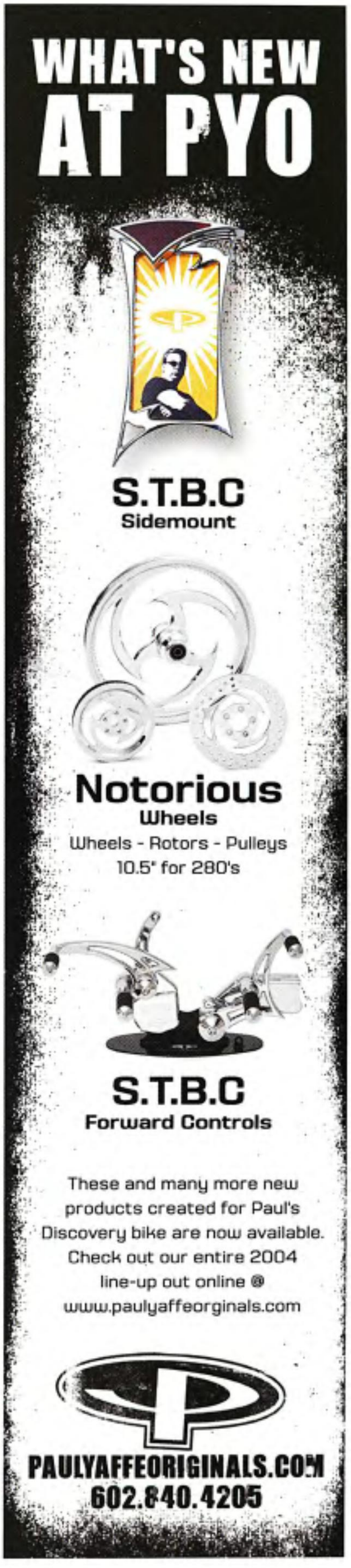


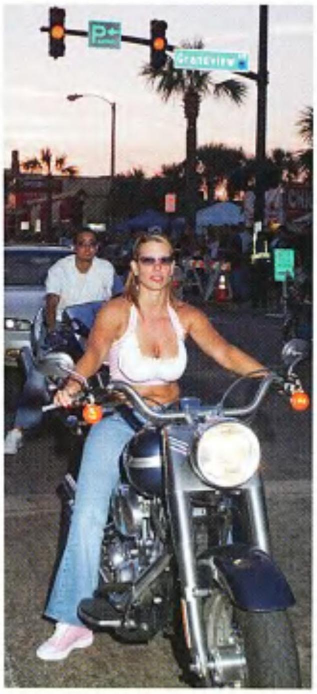
recent hurricanes that smacked the hell outta the Sunshine State and nearly one-third of the hotels that usually sell rooms to bikers, were closed down for repairs or only selling a small percentage of their rooms. That meant that a lot of people couldn't get rooms and that cut down on the number of folks who decided to attend this rally. Many vendors told us that numbers were down big time, but the run was still a blast for those who were there.

Bikers started pulling into this sandy vacation spot on October 20th and stayed through the weekend to head home on the 24th. But don't think you can extend your stay, the City wants you in and out for this little putt. Some vendors mentioned that they have to pay big fines if they aren't out of Dodge by the Sunday midnight deadline. Sheesh!

Politics aside, Main Street was a non-stop party and Beach Street was where you'd go to check out all the aftermarket vendors and motorcycle companies. Highlights included the Hardrock Roadhouse, which rocked around the clock and you could meet some of your favorite bike builders in the flesh. The Teresi Dyno Drags lured bikers over to check out the simulated drag-racing action and you could also check out the latest bikes by American IronHorse, Big Dog, Titan and others.

Many Biketoberfest goers enjoyed four





incredible days of racing action at the Speedway as the Fall Cycle Scene Championship Cup Series, Race Champions and PACE/Formula USA Championship tore up the track. You could also test ride the newest Harley-Davidson and Victory models as well as the usual metric models while you were visiting the Speedway.

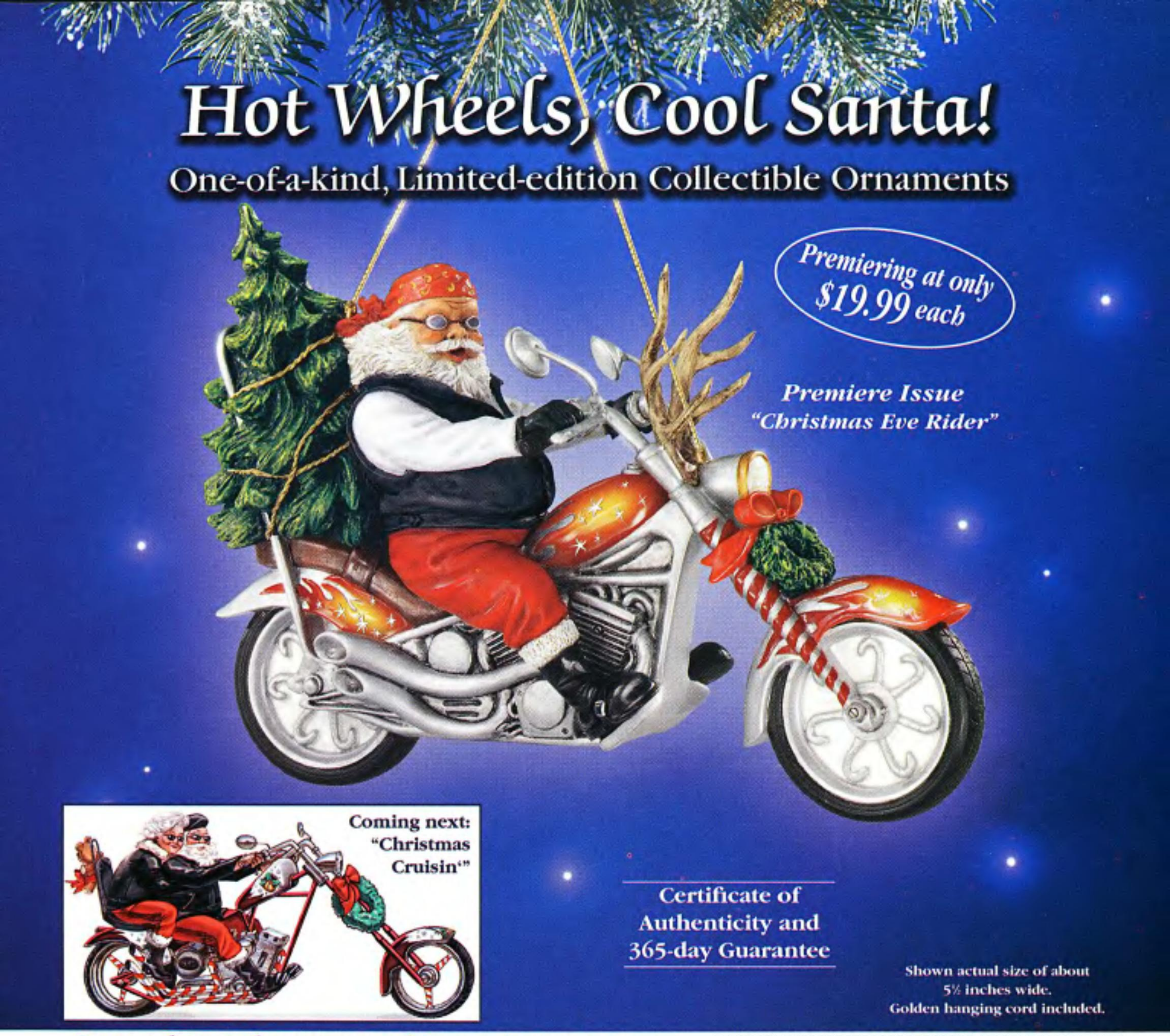
Other highlights of Biketoberfest included good friends, great rides, free concerts and some sexy damned women. Wanna find sexy women? All you have to do is hang around Billy Lane; he attracts them like Minnesota attracts box-elder bugs.

Billy rode into town on Saturday for the finale of a *Great Biker Build-Off* episode, which pitted him against Mike Brown from Amen Cycles. Event-goers could vote for their pick to win the competition over at the Discovery Channel tent across from Daytona Beach Harley-Davidson on Beach Street. Who won? We aren't allowed to tell ya until the show hits the air.

Don Rogers was on hand to shoot the great photos you're looking at and spent some time looking for hot new custom bikes to shoot for our pages. Meanwhile, Michael Lichter was hangin' out with the Teutuls over at Orange County Choppers where they unveiled their latest custom bike, which was dedicated to the memory of our own David Mann. Thanks guys.

Watch for the David Mann tribute bike on The Discovery Channel's *American Chopper* and check out the bike feature in a future issue of *V-Twin* magazine. — *Dave Nichols*

Photos: Don Rogers



Santa takes to the open road in a unique ornament collection ... *only* from Bradford Editions!

Just before the Christmas rush, Santa takes the reins of his favorite two-wheeler for some quality time on the highway. The perfect pick-up for his Christmas tree, Santa's customized chopper is festively decorated for the holidays—antlers and all! The *Yule Time Cruisin' Heirloom Classics* Ornament Collection, premiering with "Christmas Eve Rider," presents a unique and warmhearted look at a motorcycle-cruising Santa Claus!

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"Christmas Eve Rider" and future issues in the collection can be yours for just $19.99* each. You'll receive and pay for one ornament about every other month. There's no risk and no obligation. To secure your reservation, send no money now. Return your Reservation Application today!

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EASYRIDERS' GUIDE TO FRAMES

Everybody and their brother wants to build themselves a cool little chopper or bar hopper these days and there has never been a better time to do it. The aftermarket world provides everything you need to get out on the highway on a custom bike of your own. But you've gotta start somewhere and the bike's chassis is a good place to begin your project. From radical rigids and hidden-shock wonders to stretched pro-street low riders and ultralong choppers, there are more frames on the market today than ever before.

Feast your eyes on this collection of some of the classiest chassis around as we bring you our look at far-out frames.

—Dave Nichols

New PMC Spoon And Scoop

Precious Metal Customs realizes the need to be unique and says that they will stop at nothing to create truly original designs like the new PMC Spoon and Scoop frame and tank combo.

PMC combines their radical Spoon-style rigid frame with their newly designed Scoop tank made specifically for the Spoon-Style to create an original frame design. The frame is made from chrome-moly and is TIG welded in a precision jig. It has a low, 18-inch seat height and accepts a rear tire up to size 300. The tank is made-to-order and is available in two sizes.

If you are serious about making a bold statement, call Precious Metal Customs at 678-585-9987 or visit them on the Web at www.preciousmetalcustoms.com

AEC Introduces 2 Right-Side Drive Prowler Frames

American Engineering Company has a pair of new frames on the prowl. The Prowler Halfmoon chopper and Prowler pro-street frames are set up for right-side drive and can fit tire sizes from 240 to 250. Each frame comes with a shot-peened surface and features accessories including a swingarm with bearings, weld-on gas tank mounts, internal fork stops, built-in neck bearing cups, splash-guard, oil tank, an integrated transmission plate and a 1-inch axle with axle adjusters and covers.

Call AEC toll-free at 800-252-3552 for information. Dealer inquiries invited.

American Made Manufactures Custom Frames

American Made is a family-owned business that has been manufacturing custom motorcycle parts for the last 35 years in Southern California. American Made is now offering a selection of custom frames available in many different configurations to fit the changing needs of bike builders everywhere.

Some of these frames include American Made's popular pro-street Beach Cruiser, featuring steel tubing construction with dual front downtubes, 2 inches of stretch, 38 degrees of rake, a swingarm to fit 240- and 250-series rear wheels, and a V-twin motor mount.

Next, is the chopper frame, using a single downtube, 6 inches of stretch and 40 degrees of rake, with a swingarm to fit 240- and 250-series rear wheels, and a V-twin motor mount.

Finally, American Made's Rigid Beach Cruiser frame has dual downtubes, and a swingarm accepting 240- and 250-series rear wheels, and an Evo-type motor mount.

Call American Made at 909-484-0466 or visit www.americanmademc.com.

Big Bear Choppers' Frames

Big Bear Choppers uses DOM seamless tubes to manufacture their frames. Using a hidden-shock rear suspension, the suspended frames feature BBC's trademark strutless rear fender, while rigid chopper frames are heavy on attitude.

The Venom frame comes in chopper or pro-street versions, with a single downtube, patent-pending Fang Tooth swingarm, 6 inches of downtube stretch, 3 inches of backbone stretch, and a 40-degree rake. The Venom can house a 250 series rear tire.

The Reaper chopper has traditional dual downtubes with 6 inches of downtube stretch, 3 inches of backbone stretch and a 40-degree rake. The Reaper frame can accommodate a 250-series rear tire.

The Devil's Advocate (in either a pro-street or chopper frame) features a single

downtube and Fang Tooth swingarm that can house a 280- or 300-series rear tire. The Devil's Advocate is set for right-side drive transmissions and has no seat post. It also has a 6-inch downtube stretch and a 40-degree rake at the neck.

BBC's Merc frame is a rigid with shotgun dual downtubes stretched 6 inches and 3 inches of backbone stretch. The Merc is designed for 250-series rear wheels and has a 48-degree neck rake.

Call 909-878-4340 or hit the Web site www.bigbearchoppers.com for more information.

Rigid 250

Carolina Custom Frame Kits

Carolina Custom Products' frames are TIG welded and come with raised engine and transmission pads. The frames feature pre-installed Timken neck races, Timken neck bearings and stainless steel dust covers. The lower neck quadrant and lower dust cover include a built-in internal fork stop system. They also come with a 1-inch diameter, flush-mount, zinc-plated axle assembly with stainless steel hardware. Swing arms are made from 1 3/4-inch single tube rails.

Rigid 300

Suspended 250

They include brake tabs for a drive-side brake system. Pivot bearings and spacer tube are installed on the swingarm. Each swingarm includes chrome plated pivot bolts with washers and spacers, a rubber bump stop with stainless steel hardware and polished aluminum axle block covers.

The manufacturer also offers their frames as kits, including oil tank and rear fenders. The kits are available in standard configurations including 250 and 300, rigid and hidden-shock pro-street and chopper.

Check out their full line of products at www.carolinacustomproducts.com or call at 704-592-2355.

New Frame From Covington's Cycle City

Covington's Cycle City manufactures custom motorcycle frames featuring dropped seat, dual curved downtubes, and new swingarm design. They're available with any rake and stretch you request and are made to fit 250- to 300-series rear tires in either left- or right-side drive configuration. Rollers are also available from CCC.

Get to know Covington's Cycle City by calling 580-256-2939, or on their Web site www.covingtonscustoms.com.

Dakota Thunder's 300 Drop-Seat Frame Is Here

This custom frame is available now in a right-side drive configuration for full-sized belt final drives. It is made in both rigid and suspended versions to fit today's popular 300-series rear wheels. Dakota Thunder will build frames with

any stretch and rake and many styles ranging from the ground-hugging pro-street to the bolt, chopper style. Dakota Thunder also provides an extensive line of rolling chassis kits to house 250-, 280- and 300-series rear rubber.

Call Dakota Thunder today with your questions at 701-347-5852.

Daytec Goliath 250 Frames Come Loaded With Features

The Goliath series frames are made with massive 1 1/2-inch tubing on the frame and 1 1/4-inch tubing on the swingarm. They feature a hidden rear axle and a removable front motor mount assembly. Frames are available in left- or right-side drive with Daytec's own STS or Stealth swingarm. Frames accept a 250-series tire, 5- or 6-speed transmissions and any size Evo motor. Frame kits come primered and ready for paint with your choice of STS or Stealth swingarm, polished stainless steel rock guard kit, pivot axle bearing and shaft assembly, 1-inch diameter rear axle and axle block covers and shock safety kit.

Contact Daytec 760-244-1591 or visit www.dayteccenter.com for a extensive look at the manufacturer's product line.

Drag Frame For 280/300 Tires

Eurocomponents says their Drag frame is the perfect starting point for your custom project if you are looking for the highest level of craftsmanship and innovation. Thanks to its innovative design this suspended frame features a drop-seat position, which will give the bike a very low and aggressive dragster look. Seat height is 4 inches lower than a Harley Softail. The frame is designed to fit stock and most aftermarket Evo engines and

Twin Cam B engines and accepts a 280-series rear tire (with 1 1/8-inch belt) or even a 300-series tire (with chain). The Drag frame (above) is available with any rake and stretch.

Call Eurocomponents at 386-274-5729 or go to www.eurocomponentsusa.com.

Xtreme Triple X 280 Right-Side Drive Frame

Xtreme Cycle Design says their frames (shown directly above and below) are made to specifications with special attention given to detail and fit along with innovative and original designs. Every frame produced passes a rigid inspection process to insure customer satisfaction, they say. The frame necks are hourglass-shaped and CNC machined from solid billet with built-in bearing cups and fork stops. All swingarms feature a custom rear axle with flush covers. Every frame comes fitted with an oil bag with hidden mounts and hardware, a machined-steel transmission plate for superior strength and alignment.

To get more information call 714-628-1855 or visit them on the Web at www.xtremecycledesign.com

Canadian Heavy Metal

Maximum Metalworks hidden-shock and rigid frames are available with optional radiused backbone and downtubes as well as single downtube and radiused single downtube. The frames are also available with tire options from 180mm to 300mm in right- or left-side drive.

Check out their Web site at www.maxmetalworks.com for more details and to see some completed bikes. Call Maximum Metalworks at 613-931-9452 with your questions.

Hardbody Frames Comes In Many Desirable Styles

MID-USA offers over 20 configurations of new frames under the Hardbody name. Hidden-shock and rigid frames are available with fitments for 250- to 300-series tires. MID-USA says the Hardbody frames are made with great attention to detail. Add the new frames to the existing stock at MID-USA and you are sure to get framed the right way, they say. All of the new frames are showcased in the 2005 MID-USA En-Cycle-Pedia.

For more info contact MID-USA at 314-351-3733 or visit www.mid-usa.com.

New York City Choppers

New York City Choppers now offers a line of custom frames available in suspended and rigid. The frames can be manufactured from standard width with belt to 280 right-side drive configuration. The right-side drive model is only available for suspended applications. All frames are made from 1 1/2-inch tubing with a radiused back bone and

radiused down tube. Hidden axle plates also come with each frame. Frames can be set to accept a 4- or 5-speed transmission and any V-twin engine except Harley-Davidson Twin Cam. The frames are designed for use with a stock-length FL-type springer front end and can be ordered for forward or mid-glide foot controls.

Call NYC Choppers at 212-643-6200 to find out more about their accessories or visit www.nycchoppers.com.

PYO Double Trouble frame

The latest addition to the PYO frame lineup features 7 inches of forward stretch and a 4-inch drop. This exciting new profile also features a 40-degree rake. Yaffe recommends using a set of 6-degree Perse fork trees to get the right amount of trail to make the bike steer and handle properly.

Call Paul Yaffe Originals for more information and pricing at 602-840-4205.

Sculpture Cycles Has Frames From Penz

Sculpture Cycles offers you the newest creation from Austrian supplier Peter Penz. The Radical Low frame (below) is one of the lowest and most radical frames on the market today, according to Sculpture Cycles. With its extreme seat height, the drop neck, the long backbone and the spiked single downtube, this frame is the ultimate base for a truly unique custom bike, they continue. The frame comes with optional tank and rear fender installed or as a complete rolling chassis with Rick's wheels.

Call Sculpture Cycles at 480-833-0998 or go to www.sculpturecycles.com for information.

Radical Curved Downtube 280 Right Drive

Paughco's curved single downtube 280 chassis is designed specifically for right-side drive applications, where both the motor and transmission are centered in the frame. The frames accept popular 280-series rubber and can be ordered in stretch options of 2 x 4, 3 x 6, 4 x 8, and 5 x 10. Standard leg and backbone dimensions are offered on double downtube frames only. You can also indicate rake angles of 30, 35, 40 or 45 degrees. Each frame comes complete with hidden axle plates and axle assembly. The new chassis can be ordered with double downtubes if desired. Not pictured is the suspended 280 right-side drive which is being offered with similar options.

For complete details call 775-246-5738 or visit www.paughco.com.

Curved Downtube Frames By RC Components

The engineering department at RC Components recently added a curved single downtube to the company's extensive lineup. This frame is made from 1 3/8-inch steel tubing throughout and 1 3/4-inch tubing for the curved downtube. The frame is offered with any style of RC swingarm, (including the new 300 Phantom), and also comes as a rigid. All RC frames are available in almost any rake and stretch and are all set up for Evos.

Contact RC Components for more info at 270-842-6000.

Pro Builder Frames Kits From Pro-One

Pro-One is now offering their latest chopper frame kits in both Pro Builder 250 and Pro Builder 280/300 configurations. These imposing chassis come with a host of standard features and a long list of options. You can literally design your own, based on either the rigid or hidden-shock frame. Available in both rigid and suspended chopper platforms, some of the features include pointed rear axle housings and top motor mount, 1-inch rear axle, solid trans mount, polished

swingarm pivot and rock guard, right-hand drive and single or double downtubes. All mounting tabs and brackets are precision CNC machined. The chassis accepts Evo engines.

For complete details call Pro-One at 800-884-4173, or visit them online at www.pro-one.com.

Rowe Machine Company

Rowe Machine Company has been in the aircraft, racecar and motorcycle field for the last 28 years and is recognized for their ingenuity and style. Rowe now specializes in a unique line of custom frames (shown bottom) and components. They offer rigid frames, frames for Harley-Davidson applications, pro-street frames for Sportsters, hidden-shock frames for Sportsters and more conventional hidden-shock and rubber-mount frames for custom applications.

Go to www.rowemachine.com for more information or call Rowe at 800-531-6301 with your questions.

Frames Are Built To Specs At The Wrench

The Wrench Custom Cycles recently introduced its own billet single-sided swingarm (below) joining the already existing family of rigid and hidden-shock frames. The Big Pappa frame (single sided) can house tires 240- and 330mm in width in either right- or left-side drive configuration. All Wrench frames are available in any stretch or rake and feature arched, single downtubes, integrated transmission plates, 1-inch rear axle, hidden mount axle covers, 4- and 6-quart oil tanks, internal fork stops and LED recesses built into the frames. All Wrench frames are available in rolling chassis and with sheet metal.

Call National Sales Director John Lange at 813-248-4443 or visit them online at www.thewrenchonline.com.

Attitude by John Bautista.
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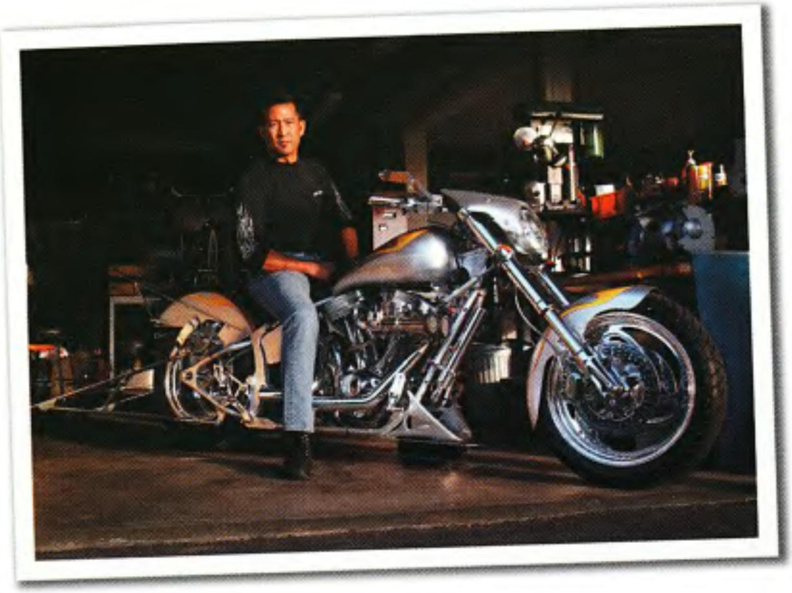

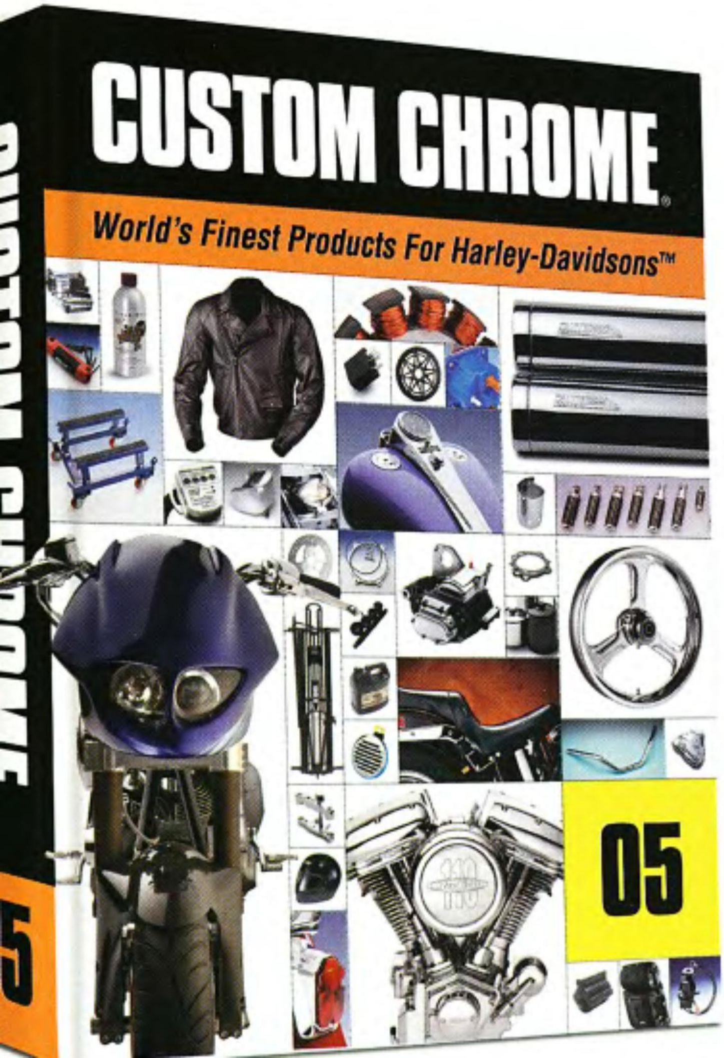

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TalkingTech

GEARED DOWN

I don't understand gear ratios and I don't like to sound stupid when the subject comes up. I know that low ratios are better for acceleration and high ratios are for top speed, but what are the limits? Are the Bonneville races just a matter of combining horsepower and the highest gears you can find?

Robert Wheaton
Rapid City, South Dakota

It will help if we start with an example. The stock 1985-1992 Softail final drive ratio is 3.37:1, meaning the engine spins 3.37 times for every rotation of the rear wheel. I couldn't tell you why, but gear ratios that are numerically lower and decrease the number of revolutions the engine turns at a given vehicle speed, 3.17:1, for example, are referred to as high ratios. The opposite is also true. Numerically higher gear ratios that increase engine rpm, 3.60:1, for instance, are called low ratios.

Because a 3.60:1 ratio will allow the engine to reach the meat of its powerband sooner, it will generate quicker acceleration and more pulling power than the stock ratio. The tradeoff is that, because the engine will be turning more rpm at any given road speed, it will vibrate more. The 3.17:1 ratio will lower rpm and vibration, but sacrifice pulling power and acceleration. The stock 3.37:1 ratio splits the difference to provide a compromise between acceleration and smooth highway cruising.

Several factors limit how high a gear ratio a motorcycle can pull. They include torque and horsepower, aerodynamic efficiency, resistance between the tires and road surface, road conditions, wind, and other such stuff. High-powered Bonneville bikes use very tall ratios to achieve the speeds they do. But with less power and poorer aerodynamics, there's no way a street bike can pull as much gear. A 2.90:1 ratio might look good on paper, but only if the bike can reach peak power with it. If the bike's power and aerodynamics limit it to, say, 4,500 rpm with that gearing but it makes peak power at 6,500, it would probably go faster with a lower—meaning numerically higher—ratio that would let it pull to 6,500.

Borrow any bicycle with a shifter on it and go for a ride. First gear will provide effortless pedaling, but you'll have to be one hell of a pedaler to go faster than 1 or 2 mph without having a heart attack. Top gear will let you go much faster, but only if you have enough muscle to take advantage of it. The same goes for your motorcycle.

PING, PING...WHO'S THERE?

I have been having problems with ignition ping in my 96-inch S&S engine with a Crane HI-4 ignition. I slowed the ignition advance almost all the way but the bike still rattles a little. A technical representative told me to set the timing with a light, but I've never used one. Could you help me out here? I don't mind buying a light but don't know how to use it. Would dual spark plugs help?

Kerry Bershaw
Tampa, Florida

You shouldn't need dual plugs unless you live in an extremely hot climate and can't find decent gasoline, meaning 91-octane or better. Your best bet is a dial-back, inductive pick-up timing light. Not all timing lights work with single-fire, so check before you buy. Instructions will come with the light, but we'll hit the high points anyway.

The game plan is to loosen the ignition plate inside the cam cover and turn it until the spark plugs fire when you want them to. The timing light will reveal that point by flashing when the plugs fire and lighting up the timing marks. They'll be visible on the flywheel after you remove the timing inspection-hole plug in the left crankcase.

Start by removing the ignition cover and replacing the inspection plug with one of the clear plastic versions available from Custom Chrome, Drag, etc. Be sure it will screw in far enough to contact the flywheel. If not, extend the threads on the plug a little farther with a 5/8-18 die. Polish both ends if they're not perfectly transparent.

Screw the plug in until it just contacts the flywheel, then back it out a skosh. You want to get it close enough to wipe the oil off the flywheel as it comes around, but not close enough to drag. Scraping the oil off will give you a better view of the timing marks.

The timing light will have two wires that attach to the ground and hot side of the battery, and a third with an inductive pick-up that you'll clip over the front spark plug wire. Each time the coil sends an impulse to the plug, the light will flash.

The flywheel timing marks are easiest to see in darkness, so kill the lights and start the bike. Flywheels have several timing marks. The one you want is Top Dead Center for the front cylinder. On your S&S wheels, that will be T:F. A "T" and an "F" with a colon between them, in other words.

Increase rpm to the point that the ignition is fully advanced and hold it. 2,500 should be fine. Then, turn the timing-light dial to the number you want—30-32 should be about right for your 96, and have a buddy on the other side of the bike loosen the ignition plate screws and slowly rotate it until the light picks up the T:F mark in the center of the inspection hole. Tighten the plate down, re-check the timing, and replace the inspection-hole plug. Center the HI-4's trimpots for the advance curve and rear cylinder timing, fire the bike and go for a ride.

The bike shouldn't ping under normal riding conditions with 91-octane gas or better. You can make just about any high-compression engine ping if you try, so don't. If the bike pings, turn the advance trimpot a notch or two counterclockwise and repeat as necessary until the ping goes away. When you're satisfied with the advance, replace the ignition cover. You'll want to use the most aggressive advance curve you can, so fine-tune your riding technique by downshifting whenever you need to grab a handful of throttle, and burn the best gas you can find.

You didn't mention if you were using a VOES (vacuum operated electrical switch). If you still have problems after tuning the ignition, buy a VOES from your local Harley dealer and wire it in according to the HI-4 instructions.

—Dr. Mudflap

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talkin' Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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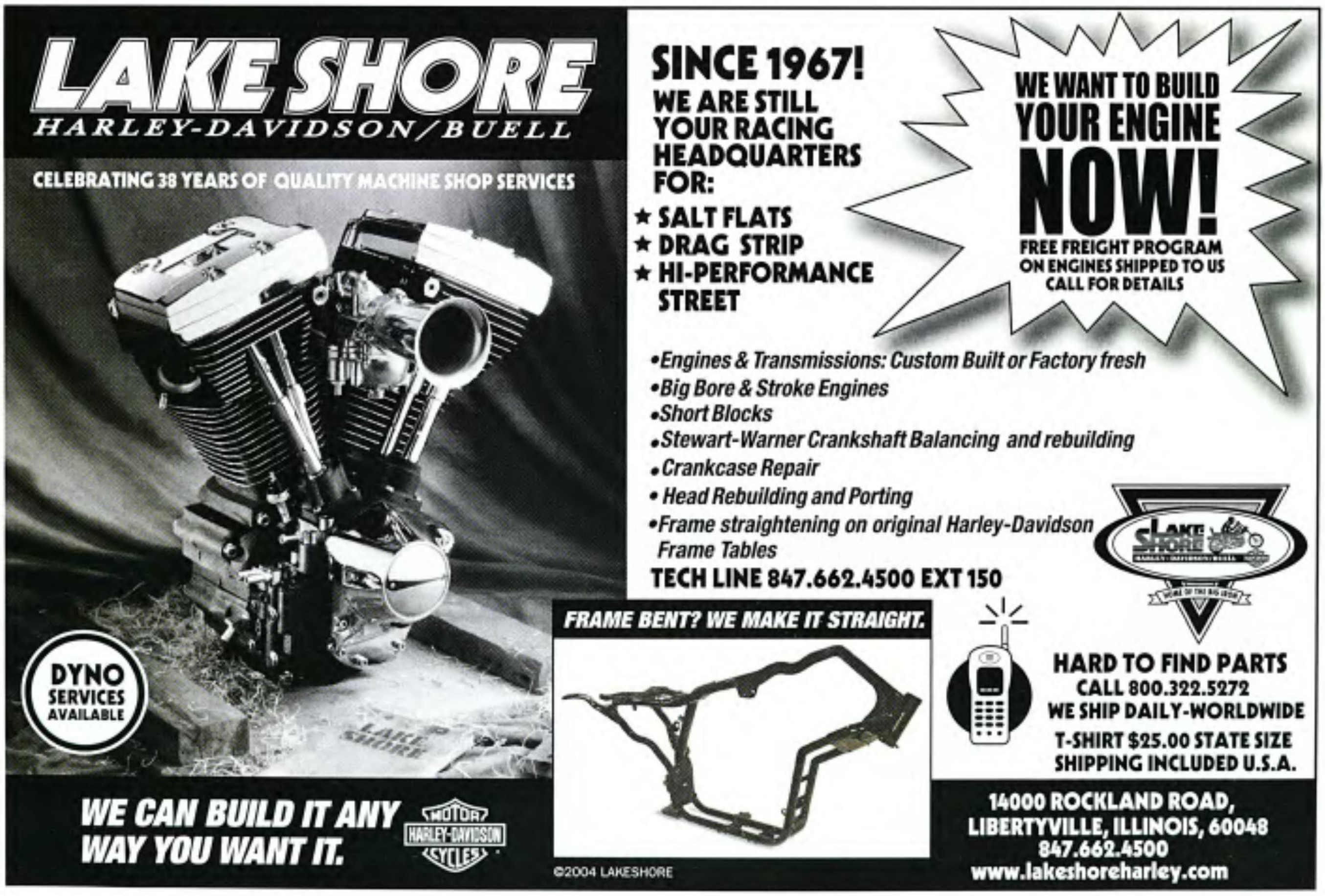
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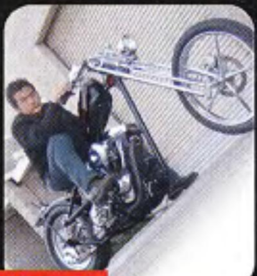
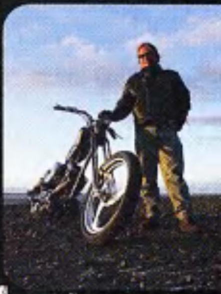
CORY NESS



CHICA

EDDIE TROTTA



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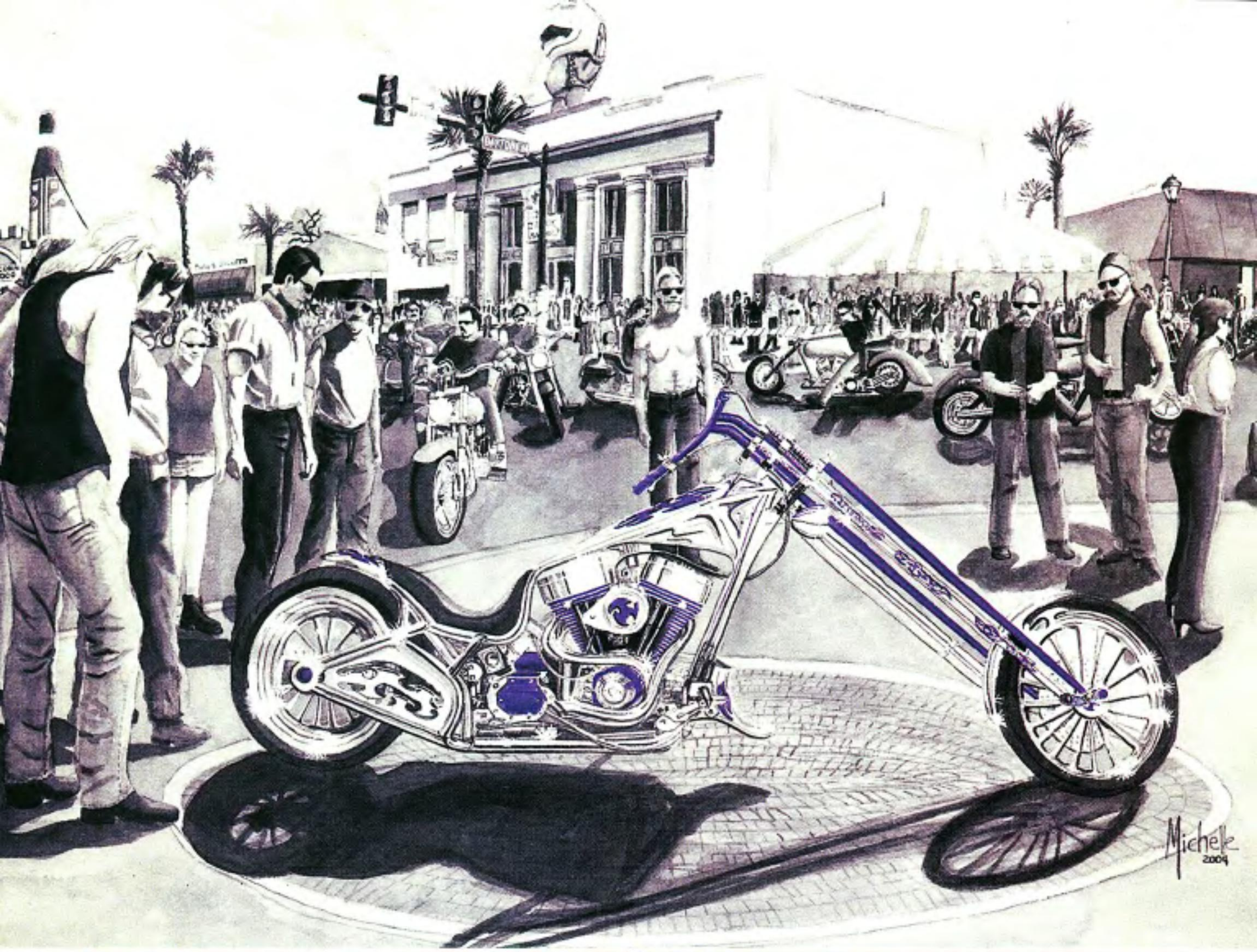
MICHELE KOPPIEN-KRUSE COMBINES TWO PASSIONS

KRUSE-IN' FOR ART

An artist since she "could hold a pencil" and a motorcycle enthusiast since childhood, Michelle Koppien-Kruse is in the enviable position of having her cake and eating it, too. While holding a pencil, thanks to our juxtaposed thumbs, can already be achieved during our diaper stages, riding a motorcycle, because of its complex combinations of a variety of motor skills, requires a certain degree of maturity, as Michelle's earliest experiences illustrate. "I have loved motorcycles since I was 5 years old," she says. "That's when I got my first ride, from a


Michelle
2004

Michelle

J&P
CYCLES

TATTOOING

family friend, on his '48 Indian Chief. I was in my jammies and I burned my leg, but from that day on, I knew I had to ride."

While it didn't take her very long to discover the two passions that would steer her life, Michelle didn't really mix the two until she was in high school, when she says she started painting landscapes and "sneaking little motorcycles into the background, and one day, it just kind of took over."

This was, she adds, long before she knew what all the parts on a bike were. Luckily, she had a brother who was into bikes and only too happy to help out.

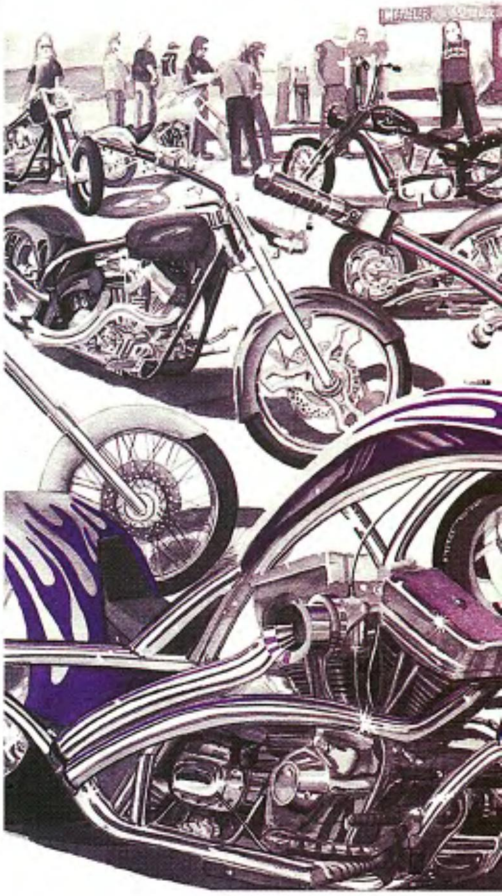
"I was looking at *Easyriders* magazine, which I stole from my brother," she laughs. "I did a high school art project where we had to do a two-color silk screen, so I did a "Miraculous Mutha" T-shirt for myself."

After high school, Michelle attended Mankato State University and the University of Minnesota in Duluth. During her college years she did auto bodywork and painted motorcycles. Once she was out of college, Michelle sought to make a living with her art and began teaching it at the local elementary school. She has also done art instruction and therapeutic art activities with all ages of people from pre-school to adult. For 18 years, she taught gifted education and elementary art in the public school system in Minnesota, but some six years ago she decided to pursue her life-long dream of a career producing her own art images.

"Watercolor is my favorite," she says, "but I do a good job with pencil, and some of my pieces are acrylic, too, which is a little more labor-intensive, because of the way the paint reacts. It's thick, while watercolor just flows, although watercolor is really unforgiving. Maybe that's why I like it; if you screw up a watercolor, it's over."

Michelle has also graduated from riding on the back of a bike to her own two-wheeler. Her first bike, which she purchased back in 1987, was a 1970 FLH, and the past 17 years in the saddle have very much influenced her art. "My art varies," she says. "The things that I do for my own art fulfillment and for my prints are more lifestyle pictures. I wear a camera around my neck when I ride and I take pictures and then paint from those photographs, so you really get a feel of what it's like to ride a motorcycle."

Though she doesn't ride as much as she'd like to ("I live in Minnesota," she laughs, "we had out first snow flurries yesterday, but they're dry, so we're still



out"), she does ride long distance on her '98 Heritage Springer to visit biker events like the Sturgis Rally and Daytona Bike Week, and sometimes she mixes up her different experiences in one particular piece of art.

"A lot of times, I use more than one image to produce a piece of art, just so it isn't that way and because I am inspired by other locales that I visit. I take a motorcycle or a group or a scene and put a different background in. The first picture that comes up on my Web site is one with the Daytona background, called *Show Stopper*, with the retro chopper by Roger Bourget as the bike, and then I just took a bunch of different Daytona scenes that I had and took the most interesting buildings out of each picture and put them together."

Another painting, titled *The Journey*, is a work comprised of motorcycles exhibited at the Journey Museum in Rapid City, South Dakota, last year during the Sturgis Rally. "In it, Indian Larry 'oversees' the proceedings in the background," she says.

Being an artist doesn't guarantee a steady income, but Michelle strives to stick with her dream, even if that means that motorcycle art takes the occasional back burner and she has to resort to

alternatives. "I do portraits by mail, that's what I'm mostly busy with right now," she explains. "A lot of my retail stuff's been kind of slow, but I think that's just part of the market trend at the moment, hopefully. I also have a Web business and I do wholesale marketing of my prints, produce all my own products. I promote my portrait service, but I also have all of my images available in giclee prints in three sizes, which I sell prematted, and then I have four limited-edition prints on the market."

But she also does art you don't necessarily hang on your wall. "I'm working on a piece for Scott Goodnight from the *Biker's Atlas*; he's having me paint a picture of both sides of the motorcycle he wanted to show. So that was a bit of a challenge for me, to come up with a way to do that."

Michelle also has her own frame shop and says her frames actually become part of the piece of art. "I do pretty wild framing, three-dimensional and layered. I also do hand-cut mats with flames."

—Red Baron

If you're jonesing for some motorcycle art and your sore eyes get a kick out of Michelle's renderings, simply check out www.michellekkruseart.com.

Photos: provided by Kruse Art

HOWIE'S SICK "BEAT ME" BIKE

THIS IS NOT A GAME!

He's an old-school surfer-biker from "Fort Liquor-dale," Florida, who found a way to have that one really cool scooter that's bad enough to turn his attention away from the beach once in a while. We coaxed Howie Jakobi off of his surfboard long enough to talk with us about the flogging he administered to a perfectly innocent 2002 BMC chopper. Not like it's a bad thing, since opening a can of whoop-ass is just what Howie needed to turn it into this flat-black ride.

The concept of a "surf biker's bike" came to him when he first started dabbling with motorcycles. Who would have guessed that a trip to a strip joint would be the first step towards making his surf biker's dream bike a reality.

Howie walked into one of his favorite local gentlemen's establishments where he met Eddie Trotta. Learning about Howie's hitherto unmentioned ability to sell motorcycles, Eddie asked him to hang his helmet at Thunder Cycle Designs, and seven years later, Howie is still a happy part of the Thunder Cycle family.

The actual work on Howie's surf biker's bike project began after Big Mike got him the original hookup with a BMC 918 chopper. Howie knew from the beginning that he could fit a lot of sweet parts from Thunder Cycle Designs on a bike that was being redesigned more as for a beach bum than a bike show.

For the record, Howie put a diverse mix of cool things into a bike that gets him wherever he wants to ride and turns heads all the way there. Eddie treats Howie just like a member of the family. He made Howie's winter holiday very special last year by playing his version of "Eddie Claus."

Along with this killer Primo Brute IV belt drive sporting Thunder Cycle Designs pulley covers, Eddie wrapped

Easyriders

up a set of matching wheels, rotors and pulleys in the King design and put 'em under Howie's tree. Eddie also hooked Howie up with a set of Thunder Cycle's killer kewl XYZ pipes. Howie's actual 1960s Cadillac provided the vintage emblem on the gas cap. That seemed a bit out of joint, but it was Bones, the Thunder Cycle Designs painter, who did the unthinkable.

The night before our photo shoot, Bones reached under his paint shelf and found some old shit in a can, which he applied with a raggly assed brush. So, that's how he got that "I left it at the beach all winter" look on Howie's surf biker's bike.

Howie's badass beater rides as good as it looks. Something along the lines of a cafe racer with forward controls instead of rear sets. You may have seen Howie riding this bike along with Eddie on The Discovery Channel's recent *The Great Biker Build-Off*. That was over 900 miles from South Florida to Georgia, without a hiccup. As Howie would say, "This is not a game!"

Posed precariously upon the Jeff "M.L." Phipps seat is Howie's sexy friend, Nikki. They met in Daytona Beach at the Corbin party during Biketoberfest 2003. Nikki and Howie are still tight these days and who could blame him for wanting a riding buddy like Nikki.

If you find yourself in Fort Lauderdale stop in at Thunder Cycle Designs at their new 30,000-square-foot, state-of-the-art facility located at 550 West Sunrise Blvd., call 954-763-2100 or go to www.thundercycles.com. But remember, this is not a game! —*Cheese Cutter*

Easyriders

Easyriders

passin' gas

A little girl goes up to her father who is working in the garage and asks him if she could take the dog for a walk.

"I'm not sure," he says, "she's in heat."

"What does that mean?" she asks.

"Well, it means she needs a little gas, that's all," he replied.

So he takes out a rag, pours some gasoline on it, and scrubs the dog's backside.

"Okay," he says to his daughter, "don't be gone long."

The little girl and the dog run off, but 10 minutes late she returns all alone.

"Where's the dog?" her fathers asks.

"Oh, she ran out of gas a block ago," she answered. "But don't worry. Another dog is pushing her home.

E. Protsman
Susanville, California

One cold day a mother and her sexy teenage daughter were sittin' on the porch. "My hands are freezin'," the girl says.

"Put 'em between your legs," her mom advises. "Your crotch will warm them right up."

The next day the daughter is sittin' in a park with a young biker when he mentions that his hands are cold.

"Put them between my legs," she offers. "My crotch will warm them right up."

"Ya know," says the young bro, thinkin' quickly, "my penis is frozen solid too."

The next day the girl and her mother are back on the porch, and the girl asks, "Have you ever heard of a penis?"

"Why, uh, yes," her mother replies, a bit concerned. "Why do you ask?"

"They make one hell of a mess when they defrost, don't they?"

Burt Whitcomb
Palmdale, California

A prospect gets a job as grounds keeper at an elementary school. One day during recess he noticed a small boy standing by himself at the end of the field while the rest of the kids played soccer.

Feelin' sorry for the little tyke, he asked if he was all right and the boy said he was just fine.

"Well, how would you like me to be your friend?" asked the prospect.

The youngster hesitated, then said, " Uh, OK."

Feeling that he was making progress, the prospect then asked, "Why are you standing all alone?"

"Because I'm the fuckin' goalie," the boy replies.

D. Chance
Ogden, Utah

Jake was so fat, that when he went out riding, you almost couldn't see the motorcycle.

Waiting to check out at the local food market one day, there were two teenage boys in line behind him. They were giggling and making fun of how fat he was.

After five minutes of this, he turned to the boys and asked them to stop, as he couldn't help his weight problem.

With this the boys asked, "Oh, and why are you so fat, mister?"

Jake turned around and said, "Well, every time I fuck your mother, she gives me a cookie."

R. Meyerson
W.P.B., Florida

Skip and his date were parked on a secluded dirt road and were making out hot and heavy.

The chick stopped and said, "I really should've mentioned this before, but I'm actually a hooker and I charge $20 for sex."

Skip reluctantly paid her and they did their thing.

After a cigarette, Skip just sat in the driver's seat looking out the window.

"Why aren't we going anywhere?" asked the chick.

"Well, I should've mentioned it earlier, but I'm actually a taxi driver and the fare back to town is $25."

T. Ripple
Corcoran, California

Last night I phoned my local pizza delivery firm and asked for a thick and crusty supreme.

They sent me Diana Ross.

D.M.
Out there somewhere

A man in a hotel lobby turns to ask the front desk clerk a question and accidentally bumps the chest of an elderly woman.

"Sorry, ma'am," says the man. "But if your heart is as soft as your breast, I know you'll forgive me."

"If your penis is as hard as your elbow," the lady says, "I'm in room 110."

J. Overly
Huntingdon, Pennsylvania

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay $40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o *Easyriders*, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

Owner: ....Howie Jakobi
City: ..Fort Lauderdale, Florida

General
Fabrication: ......Thunder Cycle
Year/make: 2002/BMC
Model: 918
Assembly: BMC/Thunder Cycle
Time: ....4 months
Chroming: ....none

Engine
Year: ....2002 RevTech
Rebuilder:..........Thunder Cycle
Ignition: ....Crane
Displacement: ....100 cubic inches
Cam: ....RevTech
Carb: ....Mikuni HSR 42
Pipes: ....Thunder Cycle

Transmission
Year/make:........2002 RevTech, jockey shift, 6 speed

Painting
Molding: ....Bones
Painter:.......................... Bones
Color: ....flat black
Type: ..shit in a can and an old ass brush, the night before the photo shoot.
Special paint: ....Bones

Frame
Year/make: ....2002 BMC
Type:.................................rigid
Rake: ....40 degrees
Stretch: ....4 inches
Shocks: ....it's a fuckin' rigid!
Modifications: ..Thunder Cycle

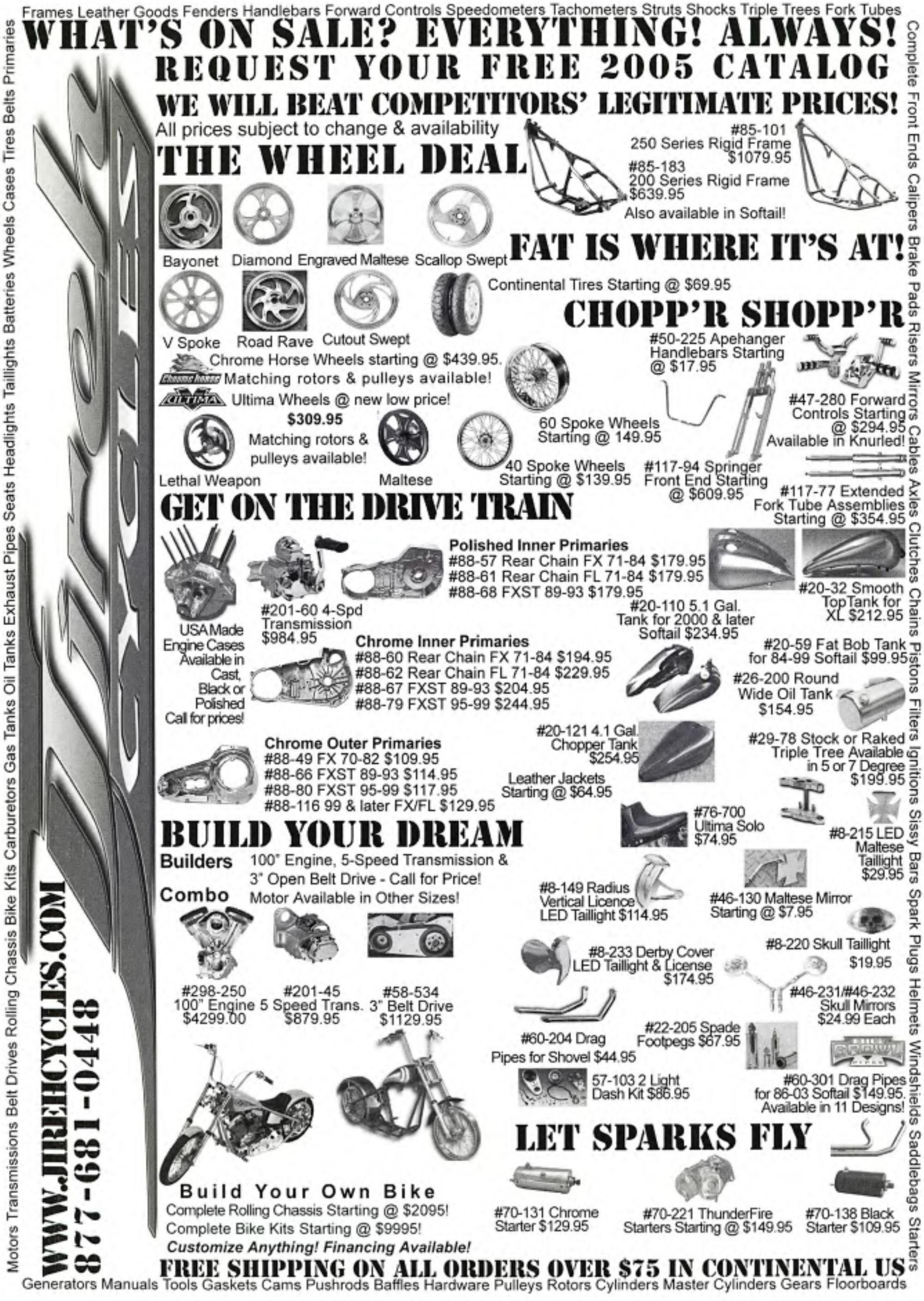
Accessories
Handlebars: ......Thunder Cycle
Risers: ....none
Handlebar controls:.................. Performance Machine/ Thunder Cycle internal throttle
Fenders: ....BMC
Headlight: ....Adjure
Taillight:..............Choppers Inc.
Pegs: ....OMP
Foot controls: ....OMP
Electrics: ....Thunder Cycle
Gas tank: ....Sportster
Oil tank: ....BMC
Primary: ..Primo/Thunder Cycle
Seat:..........Jeff "Martin Luther" Phipps
Mirrors: ....8 Ball
Grips: ....Thunder Cycle

Front end
Type: ....stock width, 3-degree trees
Builder:..............Thunder Cycle

Wheels
Make:........Thunder Cycle/King
Hub:..........Thunder Cycle/King
Size:.................... 18 x 5.5 rear, 21 x 3.0 front
Tires: ....Metzeler
Brakes: ....OMP

Special thanks: Bones, Eddie, Jeff Phipps, Big Mike for the original hook up, Aaron and Alex...and Nikki for the seat dribblings.

Photos: ....Don Rogers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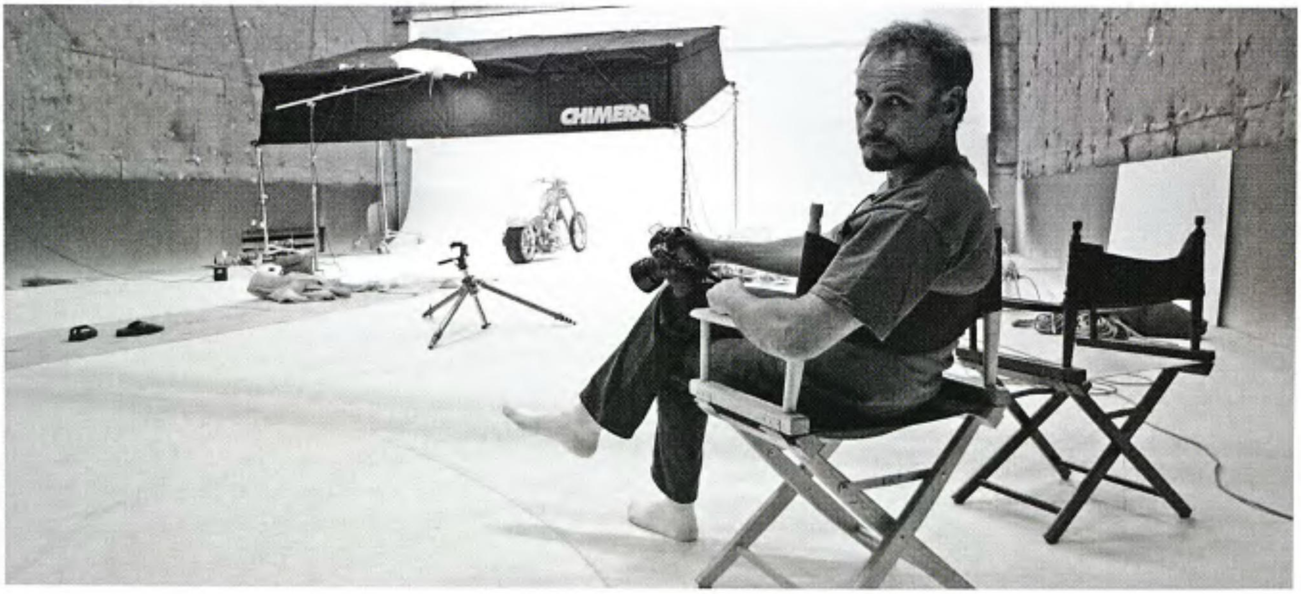
BOOKS ABOUT CUSTOM BIKES ARE IN...BIG TIME!

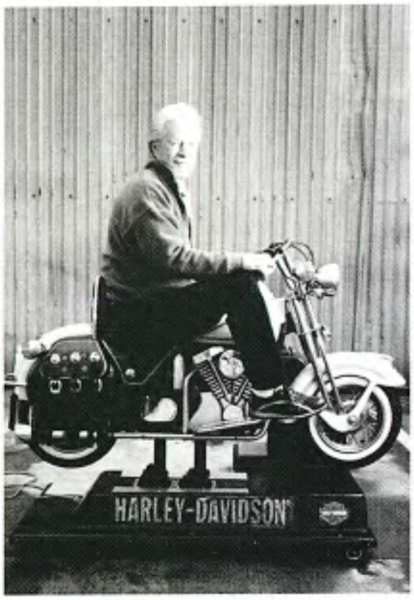
ART OF THE CHOPPER

There have been many dozens of books about Harley-Davidson motorcycles over the years and recently, several excellent books have appeared that focus on custom bikes. In 2003, the folks a Motorbooks put together an informative book simply called, *Choppers*, written by Mike Seate. There's *Outlaw Choppers*, which looks at the history of bobbers and choppers, as well as new books specifically about Jesse James and another about Billy Lane. Motorbooks is also coming out with a tome called *Choppers: Heavy Metal Art* by Mike Seate and our own intrepid two-wheeled photographer, Michael Lichter. Many of the custom choppers in that book have been featured right here in *Easyriders* and include the work of master builders such as Indian Larry, Jesse James, Billy Lane, Arlen Ness, Paul Yaffe and many more.

There's no doubt that choppers have become big business once again and this fresh cropping of books about custom bikes proves it. To capture this trend (and make a few bucks), photographer Tom Zimberoff put together a big book of photos last year of some of today's coolest customs by many of the best builders out there. The book is called *The Art of the Chopper* and is also published by Motorbooks.

Art of the Chopper takes a look at everything from old-school works of motorized art, to the latest high-tech customs. Twenty bike builders are profiled (in alphabetical order) and Zimberoff truly shines at capturing these builders in their natural habitats. There's a good reason for this. Ya see, Tom is known as the photographer to the rock stars, having cut his teeth by touring

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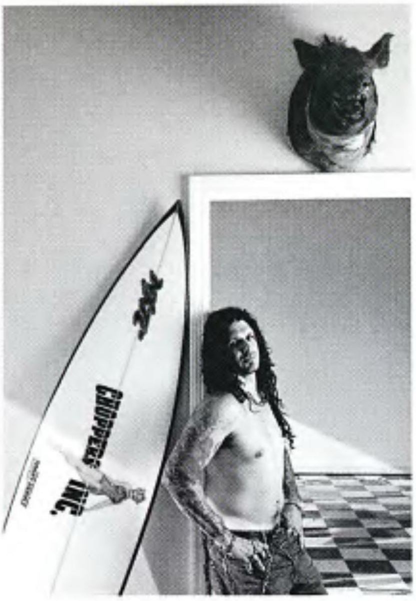
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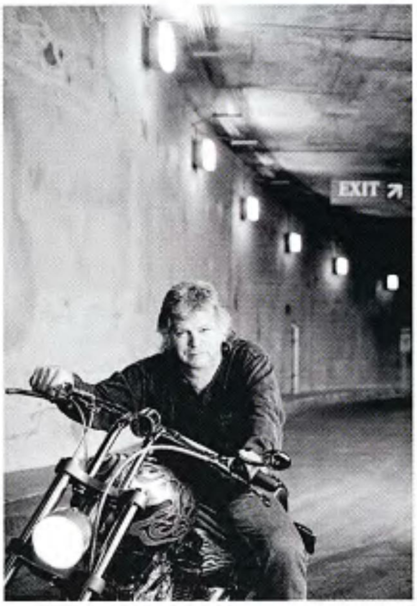
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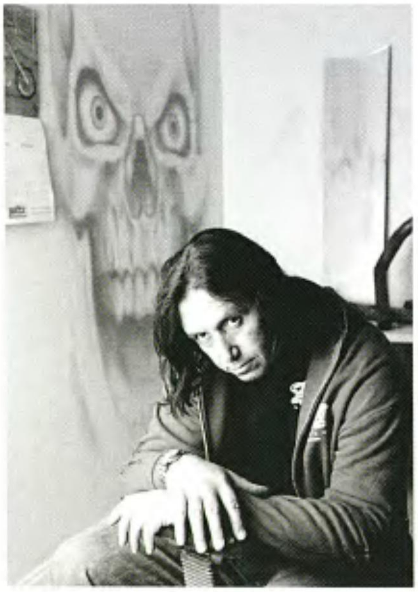

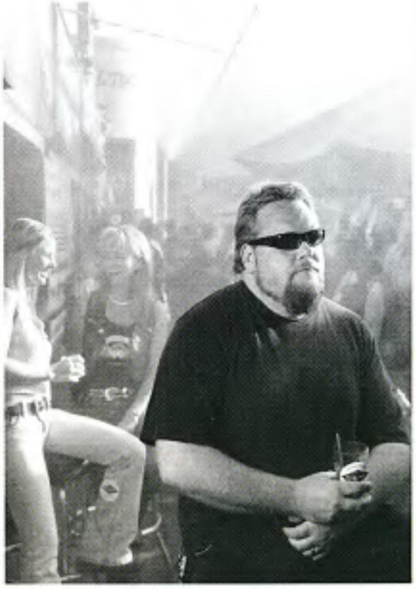

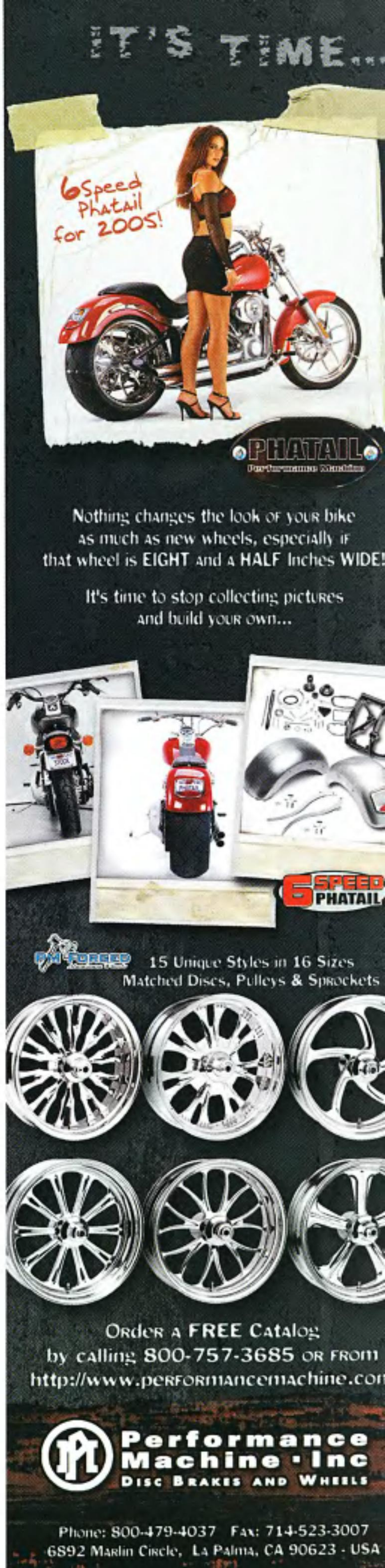
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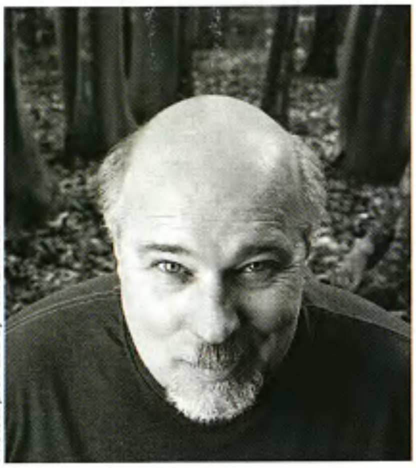


Photos: provided by Tom Zimberoff

with the Jackson 5, Stevie Wonder, The Rolling Stones and Stephen Stills among others. He is also known for shooting stills for motion picture advertising, and his photographs have appeared on the covers of *Time*, *Fortune*, *Money*, *People* and many other publications.

Interestingly, Zimberoff portraits may be found in the collections of the National Portrait Gallery in London, the Israel Museum in Tel Aviv, the Corcoran Gallery of Art in Washington, D.C., the Oakland Museum in California, the Los Angeles Public Library, the Los Angeles County Museum of Art, the Canton Art Institute in Ohio, the Performing Arts Library and Museum in San Francisco, and several university libraries.

For *Art of the Chopper*, Tom traveled around the country, meeting and hangin' with some of the best builders we know. Many of these guys have been featured on The Discovery Channel. The list of builders that Tom has profiled include Mitch Bergeron, Roger Bourget, Chica, Jerry Covington, Matt Hotch, Cyril Huze, Pat Kennedy, Billy Lane, the Martin Brothers, Russell Mitchell, Jim Nasi, Arlen Ness, Dave Perewitz, Ron Simms, Donnie Smith, Paul Sr., and Jr., Teutul, Eddie Trotta, Paul Yaffe and more.

We asked Tom to send us some of the outtakes from his book and the results may be seen here on these pages. Mr. Zimberoff is also currently working on *Art of the Chopper 2*, where you'll meet more master bike builders, learn about how they go from design to creation of their long bikes and Tom offers an analysis of each builder's design philosophies and style.

Art of the Chopper is available at a bookstore near you through Motorbooks and may also be purchased through White Horse Press by calling 800-531-1133 or at www.whitehorsepress.com.

—*Dave Nichols*

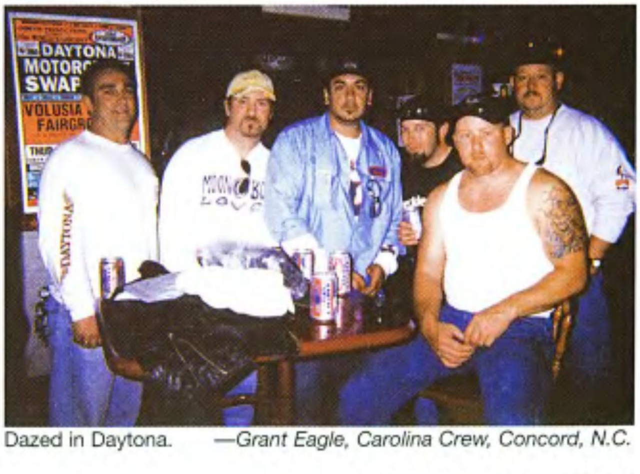
We will never forget our veterans. —*Bonnie Eccles, Callender, Iowa*

High-flyin' riders of birds and bikes. —*Larry Cook, Springfield, Ohio*

Larry always appreciated a pretty… uh, face. *—Steven and Jean Dumovich, Egg Harbor, Wis.*

Mighty healthy Tar Heel. *—LowLife, Carolina Back Roads*

Jus' rollin' through. *—Kurt Messner, Verona, Wis.*

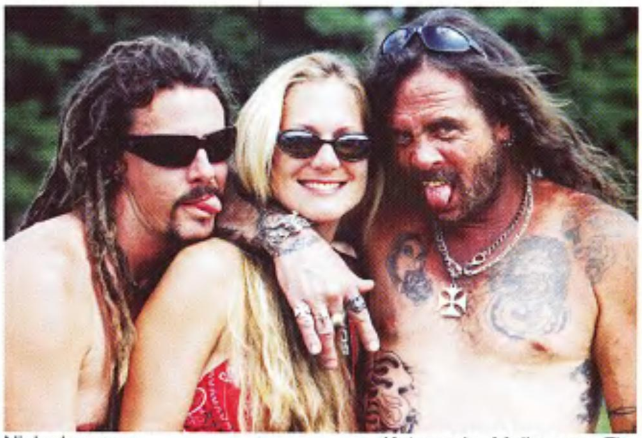


Dazed in Daytona. *—Grant Eagle, Carolina Crew, Concord, N.C.*

Why'd I want these? —*Gunshot Photography, HogRock Rally, Ill.*

Oops, wardrobe malfunction. —*Jim Boan, Hulett, Wyo.*

Bringing American culture to the Taj Mahal. —*Bopper, Agra, India*



Nicky loves ya. —*Katmandu, Melbourne, Fla.*

Caught cruisin'. —*Cameron Hughes, Las Vegas, Nev.*

Preppin' up for a Harley honeymoon. *—Pat and Kala Farmer, Keystone Heights, Fla.*

In mere moments, no one could breathe. *—Les Holt, La Porte, Texas*

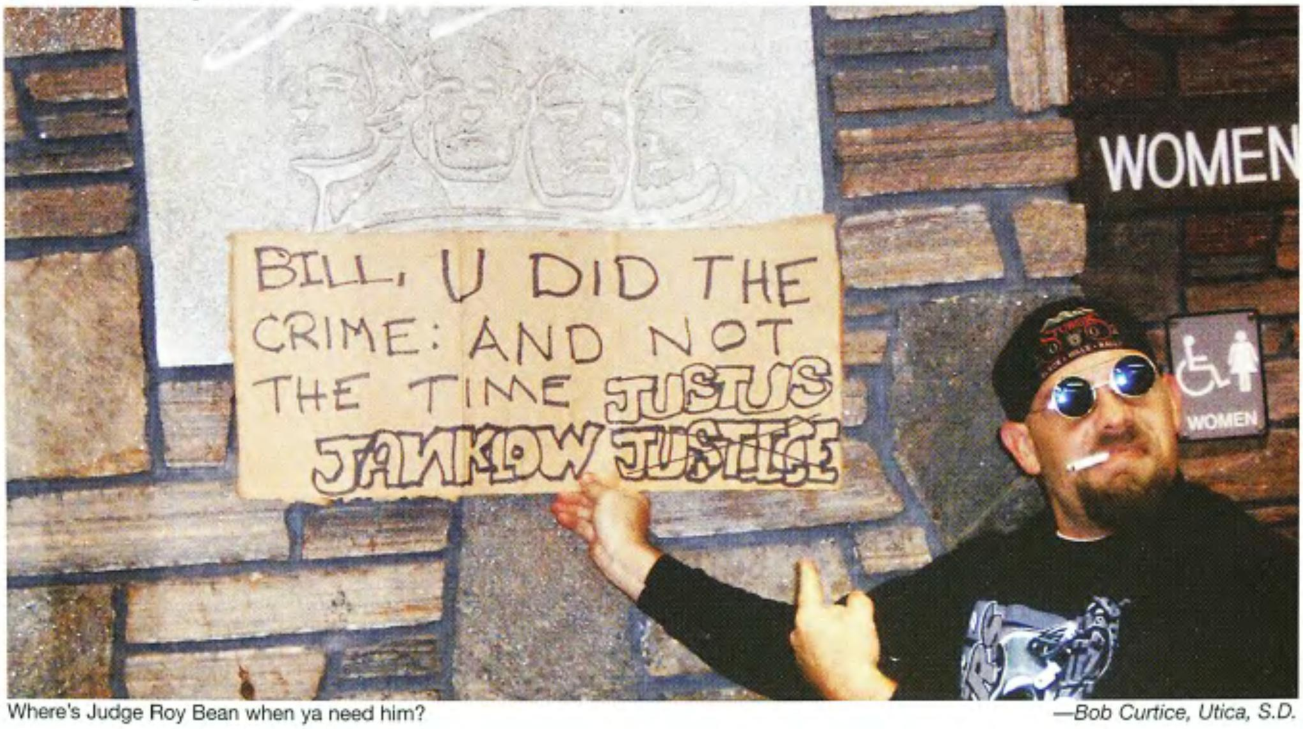
I love public showers. —*Bret Brandt, Davenport, Iowa*

A nip in the air. —*Rick Kline, Harley Rendezvous, N.Y.*

Coy ain't she? —*Bill Cromwell, Little Orleans, Md.*

Lots of room to add on. —*Stripe, Algona, Iowa*

More ladies are riding than ever. —*J. Beaty, Zion, Ill.*



Where's Judge Roy Bean when ya need him? —*Bob Curtice, Utica, S.D.*

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay $100 for each full-page color photo, $50 for half-page color photos, $40 for color photos printed smaller than half-page and $30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

CORE RIDERS - $600 PER PERSON. – VIP Credential to all activities March 9 - 12 including the Kick-Off Party, V-Twin Bikers Ball, Cocktail Reception, bike lap around the world famous Daytona International Speedway track and Victory Lane Party, three escorted rides, lunches, dinners, farewell brunch, commemorative gifts and 24-hour bike security.

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BILLET CONCEPTS - CONTOUR HAND AND FOOT CONTROLS
BRIANS KUSTOM PAINT - PAINT
MEANSTREET - STILETTO LOWER FORK LEGS
MARTIN BROS - EXHAUST
AVON TYRES - TIRES
COMPUFIRE - ELECTRICAL PACKAGE
REDNECK ENGINEERING -
LOWLIFE CURVES FRAME-
HAND BUILT GAS TANK
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- POLISHED 6-SPEED TRANSMISSION
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- CHROME INNER AND OUTER PRIMARY, DERBY AND VENT COVERS, WHEELS, ROTORS AND PULLEY
- CHROMED BILLET MATCHING FORWARD CONTROLS, GRIPS, LEVERS, MIRRORS AND SHIFT ROD
- CUSTOM-FIT SOLO S EAT
- WELD'S SLASH WHEELS
- SAMPSON'S 2-INTO-2 HELL BOUND PIPES
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Yachts and Motor homes welcome. For hotel arrangements at the Plaza Resort & Spa please call 386-255-4471 or for reservations 800-874-7420

MARK WARRICK'S SONCY ROAD PANHEAD

NO BRAINER

Seems like any form of building or customizing is automatically packaged with high doses of drama, frustration and insanity that turn even the most mild-mannered wrenches into babbling freaks. Sure, the end result is always worth it...it is, isn't it?

But there is always a time or two when things make ya wonder just why the hell you're taking on the seemingly impossible.

Mark Warrick, the brains behind Soncy Road Speed & Custom in Amarillo, Texas, is no stranger to these frustrations and he's also no stranger to *Easyriders*. Mark's bikes have graced our pages many a time and his handiwork shows the depth of his talent and ingenuity that has distilled well over the last 15 years of bike building. So you'd expect a typical tale to be spun around the day this bike was begun, with the customer coming in with a head full of ideas, all focusing on a lean, mean machine with no extra fat and heaps of traditional style.

Not so in this case. Mark's customer had a very clear idea of what he wanted and in the true opposite of what we would normally expect from a project such as this, Mark just made it happen. No sweat, no drama, all motorcycle.

Being only the second bobber-style sled he had built, Mark dove in with his machine shop set at full speed. The Diamond hardtail frame was shortened just under 2-inches in the rear, while the 35-degree rake was left untouched and a few contemporary styling ideas were blended into the old-school look keeping things clean and lean.

Mark hand-built the fuel tank, capping it with custom stainless trim that continued on the strutless rear fender. The handlebars are another signature piece with integral brake and clutch perches, actuated by the master cylinders located under the trans.

It's easy to miss the hand-fabbed aluminum seat, a true bare bones item complete with quick-release pins and a bit of leather. Mark built the pipes for the Accurate Engineering 103-cube panhead so that they match contours from side to side and look oh so cool from the back. The knucklehead-esque air cleaner is another one-off creation that just plain works against the panhead, true to form

For a sled that is so lean, the only place you'll find excess is in the time taken to bring the subtle style into reality. Your eye snags on nothing, just sweeps over the whole bike in one clean motion. Add the punch of that 103-inch pan, and the whole thing is pure Speed & Custom... Soncy Road style.

—Wordman

Owner: ....Tom Powell
City: ....Oxnard, California
Designer: Tom Powell/Soncy Road Speed & Custom

General
Fabrication: ....Mark Warrick/ Soncy Road Speed & Custom
Year and make: 2004
Model: ....Special Construction
Assembly: ....Soncy Road Speed & Custom
Time: ....one year
Chroming: ....Sherms

Engine
Year: 2002
Model: ....panhead
Rebuilder: ....Accurate Engineering
Ignition: ....Crane
Displacement: ......103 cubic inches
Lower end: ..Accurate Engineering
Balancing: ....Accurate Engineering
Pistons: ....Accurate Engineering
Heads: ....Accurate Engineering
Cam: ....Accurate Engineering
Lifters: ....Accurate Engineering
Carb(s): ....S&S
Air cleaner: ......Soncy Road Speed & Custom
Pipes: ....Soncy Road Speed & Custom

Transmission
Year: ....2003 Sputhe
Modifications: ....5-in-4 case
Shifting: ....foot

Painting
Painter: ....Soncy Road Speed & Custom
Color: ....copper
Type: ....Du Pont

Frame
Year: 2003
Builder: ....Diamond
Type: ....hardtail
Rake: ....35 degrees
Stretch: ....none
Shocks: ....none

Accessories
Bars: ....Soncy Road Speed & Custom
Handlebar controls: ....Soncy Road Speed & Custom
Fender(s): ....Fat Katz
Headlight: ....Soncy Road Speed & Custom
Taillight: ....Soncy Road Speed & Custom
Pegs: ....Performance Machine
Electrics: ....Soncy Road Speed & Custom
Gas tank: ....Soncy Road Speed & Custom
Oil tank: ....Soncy Road Speed & Custom
Oil system: ......Soncy Road Speed & Custom
Primary cover: ......2-inch open belt
Seat: ....Soncy Road Speed & Custom
Grips: ....Performance Machine

Forks
Type: ....wide glide
Extension: ....4 under
Builder: ....Durham/Perse

Wheels
Size: ....21-inch front, 18 x 5.5 rear
Hub: ....Black Bike
Tires: ....Avon
Brakes: ....PM front/Exile rear
Photos: ....Michael Lichter

POPULAR MYTHS BLOWN TO HELL

Everybody makes certain assumptions in life. It's the brain's way of not having to think about too many things at the same time. We all assume, for example, that the sun will come up in the morning. It normally does, so you put this out of your mind and move on to thinking about more important things like chrome polish or man's never ending quest for exposed nipples.

But just because we assume something doesn't necessarily make it so. Sometimes these assumptions take on mythical proportions and become so ingrained in our culture that we don't even question them. Well, it's never been in my nature to just follow the masses, so I thought I would question and debunk some popular assumptions (myths) simply because I like to throw sand in the eyes of popular belief, and I really have nothing better to do right now.

All Old People Are Nice

Just because someone is able to progress to his or her golden years without being killed by a passing bus or struck by lightning isn't a guarantee that he or she is a nice person. Age does not equal kindness and good intentions. Old people do get cut a lot of slack because they're old and they can be kinda cute in a *Gremlins* sort of way, but there are some old people who would just as soon shank you as offer you a homemade cookie. You shouldn't automatically trust the elderly just because they're slow and smell like they do. If a person is a jerk when they're 30 and a jerk when they're 50, the fact that they make it to 70 just means they'll be an old jerk.

Now I'm not saying you should be overly suspicious of the gray-haired crowd. I'm not suggesting that we lock them up or anything like that (you only make that mistake once). Just keep your wits about you the next time an old person approaches you on the street. If they're so frail, how are they able to carry around all that loose change and hard candy they're always offering to people? And what's in that hard candy anyway?

All Blondes Are Horny

I'm not sure where this myth originated. I can't figure out what the color of ones hair follicles has to do with libido. I know guys who are married to blonde women who haven't been laid since Chevys had fins, yet the legend lives on. Personally, I believe the theory goes like this: Men think blonde women are dumb. Men know that they are ugly. Men don't think a smart woman would sleep with them. Men are attracted to the blonde woman hoping she is dumb enough not to notice that he is ugly. Every now and then a blonde woman sleeps with an ugly man…therefore, blondes must be extra horny or they wouldn't sleep with someone so ugly. I don't know if this is right, but now my head hurts, so I'll move on.

All Brunettes Are Smart

Now, if I were a fool, I'd start making jokes about my wife, who is a brunette. I would talk about all the dumb things brunettes are capable of and how, over the years, I've seen my wife do things which led me to wonder if maybe her parents were blood relatives. But because I don't want to suffer the awful revenge my better half would inflict on me, I won't do that.

All Men Are Sexist Pigs

This kind of broad, sweeping statement is an insult to all men. I go out of my way to be nice to women. I hold doors open for them if they're pretty (the women, not the doors) and clap loudly to show my support as they swing around the brass pole down at the club. I'll even toss them money if the performance is up to par. Speaking as a man, I would like to state that I am not a sexist pig. I think women are just great and I treat all women with the utmost respect. Even the fat and cranky ones.

Rottweilers Are The Most Dangerous Dogs

You might think you are the owner of a badass dog when you bring home a Rottweiler, but the simple fact is, if you want to own a dangerous breed, go out and buy yourself a St. Bernard. That's right, the big, kind dog (not counting *Cujo*) with the flask of brandy around his neck is the most likely to kill a person. It has to do with the fact that they are as big as a cow, but still posses sharp teeth. It's not that they're the meanest, just that when they decided to get to attacking they're a lot harder to fend off than say a pissed off cocker spaniel.

All Babies Are Cute

Rather than being cute, babies are kinda scary, especially when you consider the shocking blow they cause to your once carefree lifestyle. Always spewing some kind of liquid, demanding food and drink and creating a near crippling financial strain. And in actual fact, they aren't always that easy on the eyes. We have a couple of friends who got married and had a baby. Only when the kid was born it didn't look like a baby. It looked kinda like a small, hairless mule. There's nothing cute about that.

If Women Ran The World There Would Be No Wars

We've all heard this one and, as men, we know it's a load of crap. Most of the women I've met were more prone to violence than most of the men I know. A man has never thrown an ashtray at me. A man has never made my forehead bleed through the use of a kitchen utensil. No man has ever kicked me in the groin causing my eyes to roll back in my head and my knees to buckle. Mind you, if women ran the world, war would look different than it does now. There'd be no guns, missiles or helicopters because women would need men to invent those. A female war would involve a lot of hair pulling, wrestling and tearing off clothing items. Hell, throw in a tub full of vegetable oil and a bikini top or two and maybe women should run the world.

—Greg White

V-TWIN EXPO RETURNS TO CINCINNATI DON'T MISS IT.

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Meet the paint legend and founder of House Of Kolor and participate in this fun, animated seminar about the latest custom paint technologies and products.

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5TH ANNUAL
V-Twin EXPO
by Easyriders

PLEASE NOTE: YOU MUST BE A BONA FIDE DEALER/RETAILER TO ATTEND THIS TRADE ONLY EVENT. ONLY AUTHORIZED MEMBERS OF THE TRADE WILL BE ALLOWED ADMISSION. PROPER IDENTIFICATION INCLUDES TWO (One of each) OF THE FOLLOWING: Retail Business License, Vendors Permit, Resale License, Paycheck Stub, W2 Form, Business Card. No child under the age of 14 will be allowed on the exhibit floor except in a stroller or baby pack." All attendees must be 14 years of age or older.

Meet September's Winner

First came the rain, followed by some wind and then...all hell broke loose. It ain't easy livin' on the shores of the Atlantic, if you live in the Carolinas, Georgia or Florida during Hurricane Season and this year was even worse. This year, if ya lived in Louisiana, ya weren't safe either! In fact, some say that if you managed to survive without takin' too much damage, you were lucky. Yup, lucky as in fortunate, not Lucky as in this fine piece of tail right here. Meet your September Fox Hunt winner, Lucky. She hails from Florida and from the tales we've heard, she's her own hurricane waiting for a place to land. Fearing that our sunny SoCal existence would be placed in danger, we opted to keep her in Florida to be shot by Don Rogers, astride the Sickasso custom owned by Tako Sickasso—you'll have to flip to Page 98 for the full story. However, you will get to see more of Lucky there as well. Don would like to "thank" us for unleashing Hurricane Lucky upon him...just as he was cleaning up from the last one!

—Emersum Bigguns

Amy—Texas

#0201

"My first ride was like my first rodeo—hot, sweaty and exciting."

Ivy—North Carolina

#0202

"My first ride was very intense. It was the most fun I ever had. I was told that next time I need to take a long ride while sitting on a golf ball...hmmm."

Candice—Utah

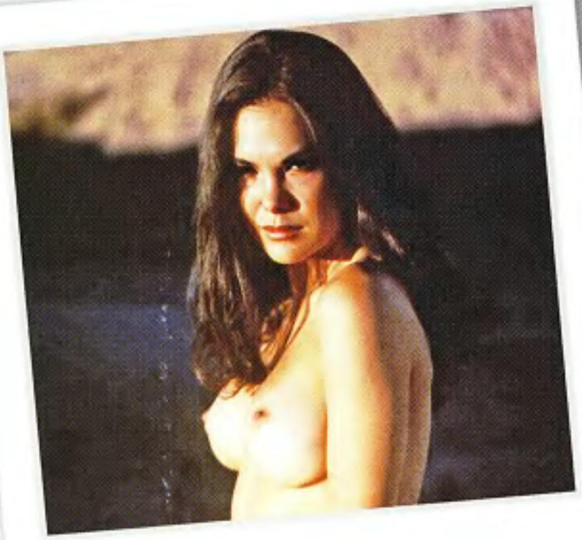
#0203

"I had just had my hood pierced and it was my first ride on a Harley...fantastic."

Jennifer—Louisiana

#0104

"I was with my dad when I was younger. Even then I knew it was special. Now, I can't get enough."



Martha—California

#0205

"On my first ride I can't tell you how good I felt, but I can sure tell you that the guy who gave me that ride was...let's just say he was rewarded."

Shilo—New Hampshire

#0206

"My first ride on a Harley was quite the turn-on. The vibrations throughout my body made me come closer to buying my own."

FoxHunt

Ladies, make $500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders!* We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get $150 for sending in the photo; the cutie gets $350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole $500!) We'll even throw in round-trip airfare, a personal chaperone and deluxe accommodations at a hotel—with indoor plumbing even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders.*

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, in your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, color slides, or digital images (on a disc, 3 megapixel minimum)—no negatives and no Polaroids. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of Paisano Publications, LLC.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on a postcard—or on the back of a sealed envelope—and mail it to #380 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes January 4, 2005. The voting deadline for this month's crop of cuties is january 31, 2005. We'll announce the winner in the May 2005 issue.

Here she is, your October 2004 monthly Fox Hunt winner, Dallas, No. 1002 from Northern California. Come back and see this fine, sweet, innocent 18-year-old next month!

380

FOX HUNT
P.O. Box 3000,
Agoura Hills, CA
91376-3000

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization.a I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name __________
Address __________
City ______ State ______ Zip ______
Home Phone ( ) ______ Cell Phone ( ) ______
Date of Birth ______ I am ______ years of age
I will pose nude ______ Topless only ______
Model's Signature __________

Photographer's Name __________
Address __________
City ______ State ______ Zip ______
Daytime Phone ( ) ______ Evening Phone ( ) ______
Photographer's Signature __________

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D.that shows your signature and photo.

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BEEN THERE... DONE THAT... STILL DOING IT!

DELTA 88

Back in 1970 there were very few products available for builders to customize their scoots. Two bros, Mil Blair and Joe Teresi clunked their heads together with a good idea and pioneered a new industry. That was the year Jammer Cycles was born.

The original store was located in Burbank, California, and later moved to larger digs in nearby Glendale. After many years the brand was sold to Texas wholesaler Chrome Specialties, resurrecting it into a line of old-style parts for their catalog. When Chrome Specialties and Custom Chrome merged in 2003, Ed "Mr. Lucky" Martin acquired the rights to the venerable Jammer name.

An important player in the motorcycle world for over 35 years, Ed was the president of Chrome Specialties until the merger. That's when he decided it was time to get back to his roots and back to the basics of building the motorcycles that started it all for him.

When Ed was a kid he grew up in Japan the son of a missionary. His father used to ride him around in the sidecar of a "Rikuo" the 45-inch Japanese version of a Harley. He is fluent in Japanese and for 18 years was in an ideal position to represent Custom Chrome in The Land Of The Rising Sun.

While in Japan Ed was struck by the old-school spirit of the Japanese builders. It was there that he met and befriended Chica, now world-renowned for Chica Custom Cycles, and later helped him move and establish himself in America.

The Chica influence on this bike, known as Delta 88, is unmistakable. Chica designed the gooseneck rigid frame that is now in production by Santee, which was the original supplier to Jammer in the 1970s. The old-style Jammer springer front end features their Hollywood bars with internal throttle and wiring for the horn and high low

light switch built in. That interesting headlight was salvaged from an old Japanese bike, and the Custom Chrome mini-speedometer was fitted into it.

The design-line from the bars, through the Cole Foster teardrop gas tank, following the rigid frame to the rear axle gives the bike the "swoop" that Ed was looking for.

A heavy-duty motor mount from MW, a European supplier, incorporates a special spring-loaded ignition switch that eliminates the need for a separate starter relay. A throaty and powerful RevTech 88-inch motor provides the muscle for the Delta 88.

Adding to the retro theme, the bike has an OEM-style rocker foot clutch control and jockey shift, modifying the reproduction foot control, to use a late-style cable to engage the clutch. The transmission is a RevTech 5-speed in a 4-speed case. They enclosed the BDL 1.5-inch belt drive in BDL's belt drive primary case.

The fenders are Chica Custom Cycles items, also available through Jammer. They are also manufacturing the tin derby cover-derived air cleaner. In fact, just about everything on the bike will shortly be available in the Jammer catalog.

Mindful of the retro theme, they are running a traditional 16-inch tire in the rear and a 21-incher up front. The seat is a Jammer exclusive and is styled after a Bates original.

Top Coat Inc. in Dallas powdercoated the rims and hubs and just about everything on the bike that is black. Joe Baird applied the gunmetal gray paint with maroon edging and black pinstriping. The paint is from Martin Semour, and was purchased through NAPA Auto. Joe also fabricated the majority of the special pieces and assembled the whole bike. Joe is in charge of production at Jammer and a key player in the company.

Ed says that he is convinced that the retro market is "where it's at." The trend he's pursuing is "back to basics." He is also bringing back one of the oldest traditions of the Jammer name, the Jammer Handbook. In the old days it was chock full of tech tips and design ideas for the custom builder. A reproduction is now available on the company's Web site and new chapters are already being written.

Nothing screams old-school like the Jammer brand. The new company motto says it all, "Been there…Done that…Still doing it!"

—Kit Maira

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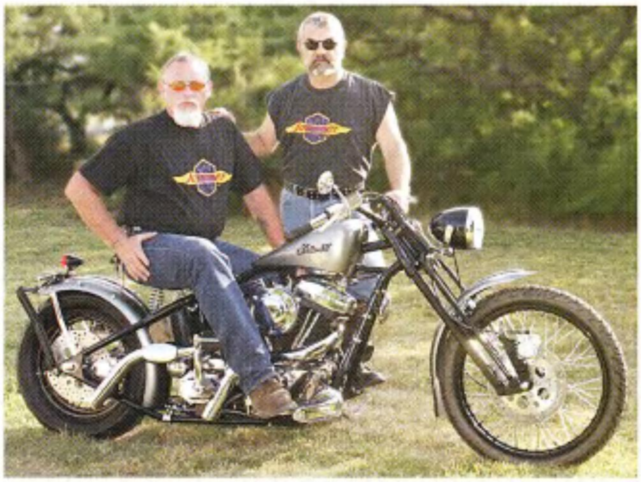

Owner: ......Ed "Mr. Lucky" Martin
City: ....Azle, Texas

General
Fabrication: ....Joe Baird
Year/make: 2004/self-construction
Model: ....Delta 88
Assembly: ....Joe Baird
Time: ....4 months
Chroming: ....Top Coat Inc. powdercoating

Engine
Year: 2004
Builder: ....RevTech
Displacement: ......88 cubic inches
Cam: ....RevTech "50"
Carb: ....Mikuni HSR 42
Ignition: ....RevTech
Pipes: ....LA Choppers

Transmission
Year: 2004
Shifting: 5-speed in 4-speed case
Special features: ....rocker foot clutch, hand shift

Painting
Molding: ....Joe Baird
Painter: ....Joe Baird
Color: ....black/gray
Type: ....Martin-Semour Tech Base
Special paint: ....none

Frame
Maker: ....Santee
Type: ....Chica gooseneck
Rake: ....38 degrees
Stretch: ....gooseneck
Other alterations: ....

Accessories
Handlebars: ....Jammer Hollywood
Risers: ....integral
Handlebar controls: ....internal
Fender: ....Jammer/Chica
Headlight: From old Japanese bike
Taillight: ....Jammer
Speedo: ....Jammer mini
Pegs: ....floorboards
Electrics: ....Jammer
Foot controls: ......Harley-Davidson
Gas tank: ....Santee Cole Foster Design
Oil tank: ....Santee Winged
Oil system: ....RevTech
Seat: ....Jammer Old School
Mirrors: ....Jammer
Grips: ....Jammer

Front end
Type: ....springer
Extension: ....stock
Builder: ....Custom Chrome

Wheels

Front
Size: 21-inch
Hub: 40-spoke
Rim Width: 2.15
Tires: ....Maxxis
Brakes: ....GMA

Rear
Size: 16-inch
Hub: 40-spoke
Rim width: 3.50
Tires: ....Dunlop
Brakes: ....GMA
Special features: ....rear wheel stand, air pump, toolbox, finned rocker covers, custom headlight bracket, jockey shift
Photos: ....Darryl Briggs

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WHAT MAKES THE S&S 124 TICK

NOT JUST A BORE AND STROKE JOB!

Over the last couple of years, the 124-inch S&S Super Sidewinder Plus (SSP) motor has made quite a name for itself. Think about it, this motor has 44 cubic inches more displacement than the Evolution motors that Harley installed in their bikes between 1984 and 1999; that's half again bigger than those 80-inch production Evo motors. It is 36 cubic inches bigger than a current production Twin Cam motor. It's like we're talking big motors here.

More cubic inches means more power, along with which go: more torque, more heat and sometimes more problems. To cope with the heat and higher stress levels that the internal components are subjected to, S&S did some very serious engineering on their big motor.

The SSP motor has a 4 1/8-inch bore, which is 5/8-inch larger than the stock H-D Evo bore; and it has a 4 5/8-inch stroke, which is 3/8-inch over the stock H-D. About the only things that the 124-inch SSP and an 80-inch Evo motor have in common are the basic 45-degree cylinder layout and a few valve train parts.

The rest of the 124 motor's pieces have been designed to handle the 150 or so horsepower that this beast can pump out at the end of the sprocket shaft, which is over 90 more ponies than a stock Evo.

The rotating assembly has some serious pieces of steel. The flywheels, crankpin, pinion and sprocket shafts are machined from high tinsile-strength steel. The forged steel rods have a substantially larger cross section than stock rods.

For maximum strength and controlled expansion, the pistons are forged from a special density aluminum alloy. For added reliability, the pistons are cooled by streams of oil that are shot from jets inside the right-hand crankcase. The cases have larger main bearing webs and a thicker cross-section at critical points. To insure that the crankcase's rigidity, the area around the lifter blocks is about three-times thicker than a stock Evo.

The cooling fins on the cylinder barrels and heads have larger surface areas to dissipate the additional heat that the bigger motor generates. To insure that lubricating oil gets everywhere its supposed to, the motor is fitted with a high-volume, high-pressure oil pump.

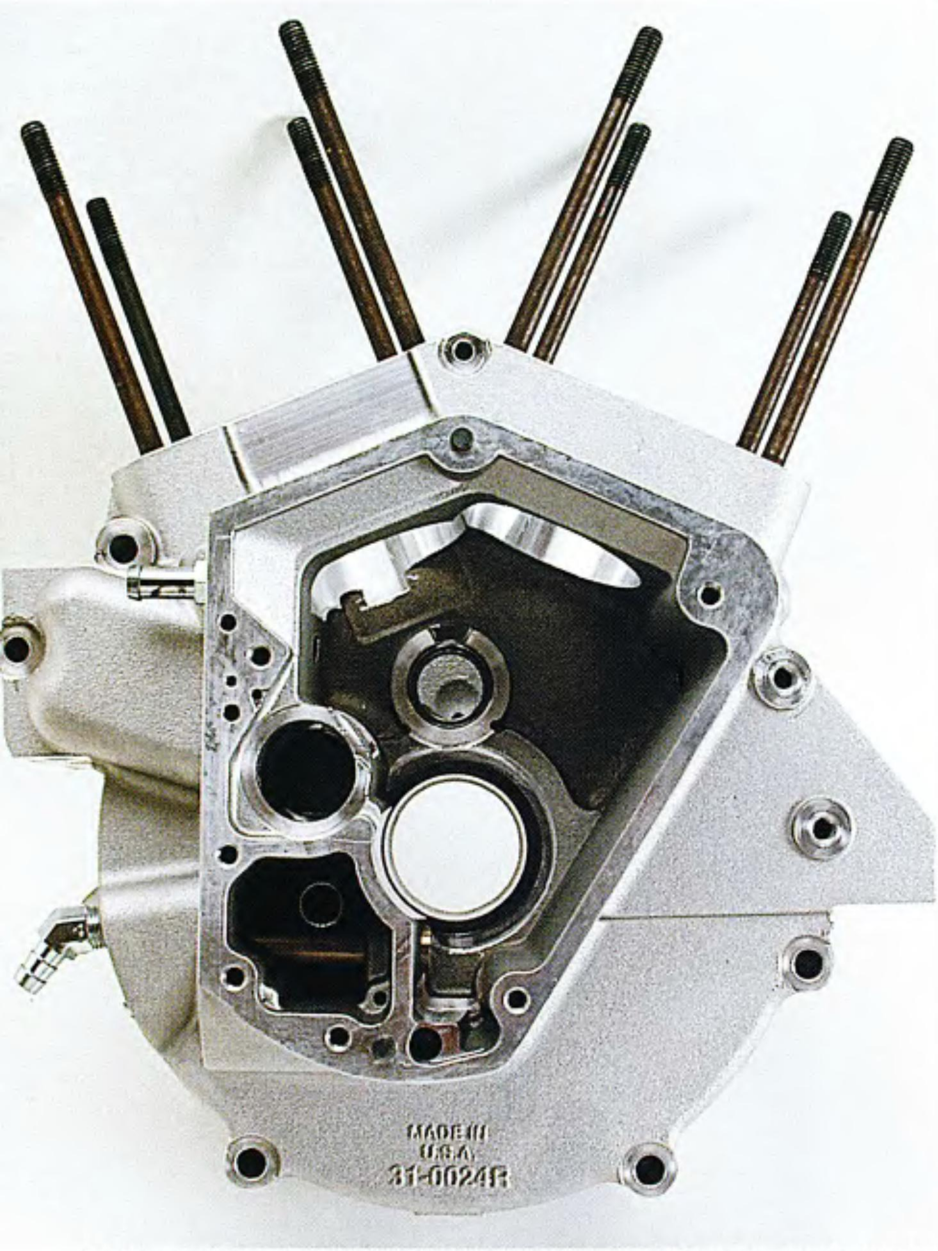
To make sure that the motor lived up to its potential, the horsepower freaks at S&S got their 2 cents worth into the mix. The cylinder heads are designed for maximum output, with large valves and ports and fully machined combustion chambers. With a static compression ratio of 10.8:1 and 124 inches to fire off, the motors could become a burden on your average starter motor, so they are equipped with S&S's electronic compression releases.

The valves are actuated by an S&S No. 640 camshaft pushing on roller tipped rocker arms. This is a high-lift,

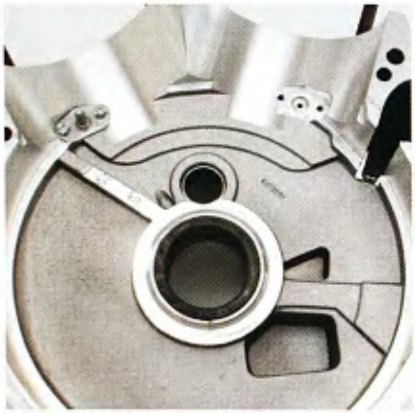
Each of the cylinder barrels has two cutouts on their spigots. One is to allow them to fit next each other in the crankcase and the other is for the piston cooling oil jets.

The cylinder heads feature fully polished stainless steel valves in a machined combustion chamber.

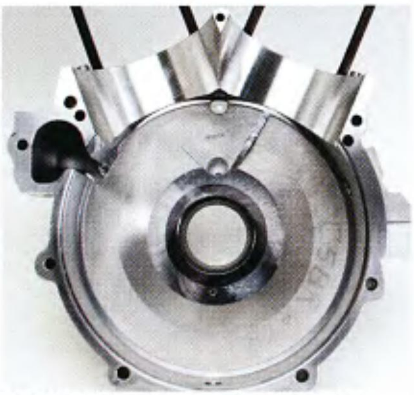
The rear piston also has a relief cut into its skirt. This is to let it move past the front piston as the crank pulls it down in the motor. A dry lubricant is applied to the piston skirts for added longevity.



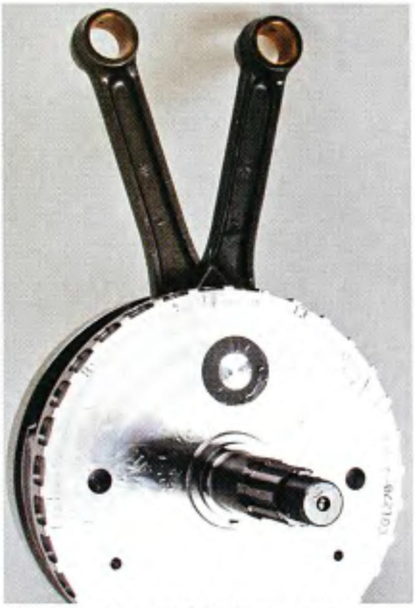
The cases are over-built so that they can handle the extra torque the 124 puts out. To make room for the larger bore and beefier right side main bearing web, the cam cover is 1/2-inch further out to the right than on a stock Evo motor.



Inside of the right crankcase are two oil jets: the one on the left is installed, which shoot a stream of cooling oil up onto the underside of the pistons.



The left side crankcase didn't escape the engineers' attention. They added material around the main bearing bore. The 124 still uses dual Timken tapered roller bearings for the sprocket shaft.



The flywheels and crankpin are a pressed-together assembly. This makes for a higher precision crankshaft.

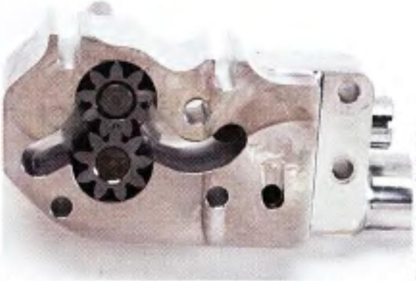
The intake port has a tongue that sticks up from its floor; this operates as an airflow splitter to help the incoming air-fuel mixture move around the valve guide.

The exhaust ports feature a "D" shape to keep the spent exhaust gases from reentering the port after the valve closes.

The rocker arms are made from forged steel and fitted with roller tips

The motor's breather system is a no-nonsense design; they channel the crankcase pressure out through a hose fitting installed into each cylinder head.

To keep outside air from entering the motor's crankcase through the breather system, both lower rocker boxes are fitted with one-way flapper valves.



Photos: John Sullivan

S&S uses their high-volume, high-pressure billet oil pump on the Super Sidewinder motor.

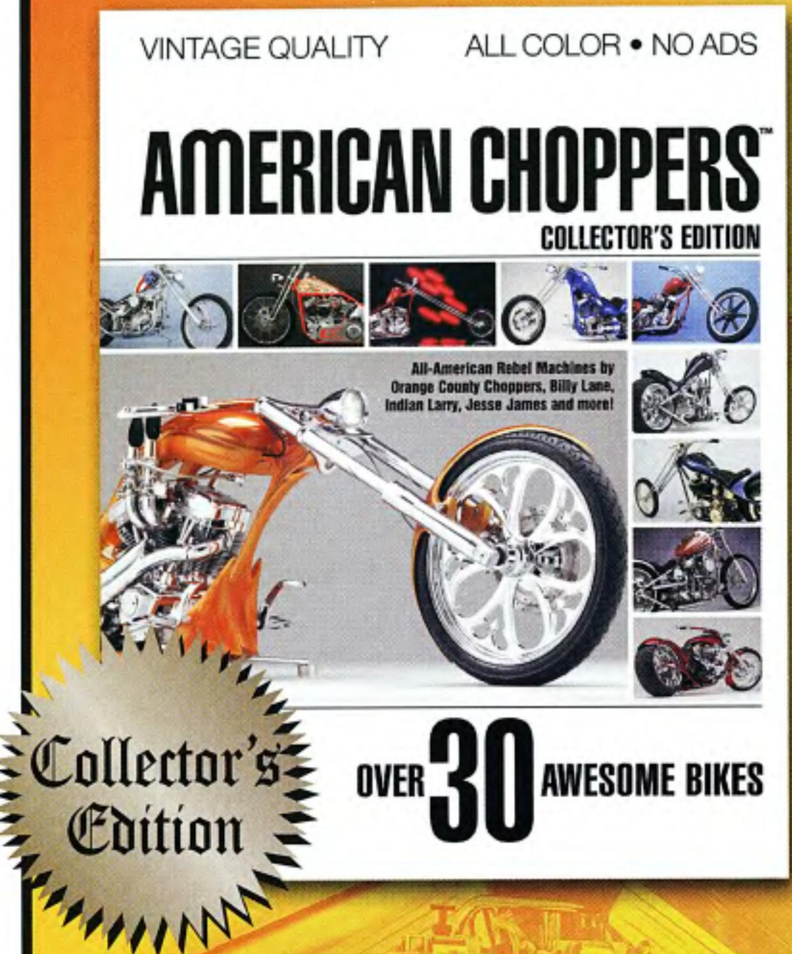
0.640-inch cam with lots of duration, 265-degrees for both the intake and exhaust valves. The cam's 45-degree overlap puts its maximum power band in the 5,000 to 6,500 rpm range. The fairly moderate stroke of 4 5/8-inch will keep the piston speed within reason at these levels of rpm. The motor can be fitted with either a Super G carburetor or the S&S VFI tuned fuel injection system.

All that having been said, the SSP not only has the same motor mounting footprint as a stock Evo, but its compact cylinder height allows the motor to fit into a stock Harley frame. To further increase its functionality, the exhaust ports are positioned in the same places as those on the stock motors.

Our test version is mounted into a custom chopper and equipped with an S&S Super G—and what a thrill to ride. For a big motor, the SSP is very mellow at part throttle operation, but when you twist the throttle you had better be hanging on.

The S&S 124-cubic-inch SSP motor is available in three finishes: natural aluminum, black powdercoat or polished. For more information, see your local S&S dealer or go online and visit their Web site www.sscycle.com.

— John Sullivan



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GET SUCKED!

VORTEX

Do you hear that loud sucking noise? You can't look at Tony Salorio's Vortex from Sickasso Cycles of Hollywood, Florida, without getting sucked in like we were. Tony came to Tako and the rest of the crew at Sickasso Cycles for the same reason most people do. He wanted a truly unique custom chopper built without compromise. Tako is the visionary axis at the center of Sickasso Cycles' out-of-this-world creation. His dictionary defines "Vortex" as a collection of diverse matter whirling around an axis with such force that it draws a vacuum.

Tako explained that sometimes a collision occurs resulting in lightning, which often forms unusual, seemingly "otherworldly" objects. Supernatural implications aside, in actuality, Tony operates Vortex Construction. Obviously Tako let him name the bike, but Tony's idea to have circuitry painted beneath the mangled skin of his robotic looking paint was the only other idea Tako would accept.

No other artist would pull off graphics this intricate, except Sonny Depalma. Sonny made his own special brushes and wore a jewelers magnifier to get the close-up detail you see deep down inside the gashes and slashes of Vortex's tank.

Sickasso Cycles' fabricator John collaborated with Jeff at JT's Welding in Hollywood for some of the most twisted stuff we've seen anywhere. We know you're checking out that incredible primary. It came from the talents of Russ and his crew at Russ Racing, along with the one-off wheels and far-out headlight they created exclusively for Sickasso's Vortex project.

Tako took Tony's Vortex to the Biketoberfest Rat's Hole bike show in 2004 and won best of show. Not too shabby for its first time out. Tako said, "It's an honor to win against a guy like my friend Jerry Graves, who won the last four Rat's Hole shows in a row."

If you have 100 bikes lined up, the one among them from Sickasso will be sticking out at you like a tax refund check in the mail. Sickasso customers like Tony are the coolest because they give Tako all of the creative license to make a bike as awesome as Vortex. Sometimes, Tako has to rearrange a new bike-owner's attitude.

There was a Sickasso customer who wanted to put a 10-inch thick, "comfort" seat on one of Tako's customs. Just before body-slamming him onto the street, Tako told the guy, "That will look like shit. This is my bike. All you did was pay for it, but that doesn't mean it ain't mine. Get the fuck out and don't come back until the bike is done…and bring cash!"

Tako then turned to see Chris, the Sickasso assembly specialist, temporarily paralyzed with laughter and said, "Now that was a Discovery moment."

Though he felt the wrath of "Tako's tornado," that guy is now one of his best customers, praising Sickasso bikes to anyone who will listen. Check out www.sickassocycles.com or give Tako a call at 954-214-1710 and get some real Sickasso style of your own to roll around on. And, speaking of things we'd like to roll around on, how about Fox Hunt winner Lucky? Ya feelin' lucky? No, not yet, but I know I sure would like to.

—Framunda Cheese

Owner:........................Tony Salorio
City:..........Fort Lauderdale, Florida

General
Fabrication: ....Jeff at JT's
Welding/John at Sickasso Cycles
Year/make: ..2004 Sickasso Cycles
Model: ....Vortex
Assembly: ....Chris at Sickasso Cycles
Time:..............................11 months
Chroming:..................VMA Chrome Specialists

Engine
Year:....................2004 S&S Tribute
Rebuilder: ....John Sachs
Ignition:..................................Crane
Displacement:......145 cubic inches
Cam: ....S&S
Induction: ....S&S Tribute F.I.
Pipes:....................Martin Brothers/ Sickasso Cycles

Transmission
Year/make: ....2004 Baker 6-speed

Painting
Molding:................Sickasso Cycles
Painter: .... Sickasso Cycles
Color:.............................blue/silver
Type: ....R-M
Special paint: ....Sonny DePalma

Frame
Year/make: ....2004 Brighton/ Sickasso Cycles
Type: ....rigid
Rake: ....42 degrees
Stretch: 12 inches up, 8 inches out
Shocks: ....uh...none
Modifications: ....Sickasso

Accessories
Handlebars: ....Sickasso
Handlebar controls:....Performance Machine contour
Fenders:..................front, Fat Katz/ double rear Sickasso Cycles
Headlight: ....Sickasso Cycles/ Russ Racing
Taillight: ....Sickasso Cycles
Pegs:.............................Accutronix
Foot controls: ....Accutronix
Electrics: ....Sickasso Cycles
Gas tank: ....Sickasso Cycles
Oil tank: ....Brighton
Primary: ....Sickasso/ Russ Racing
Seat: ....Jeff Phipps
Mirrors;...................................none
Grips: ....Accutronix

Front end
Type: ....18 over wide
Builder: ....American Suspension

Wheels
Make: ....Sickasso Cycles/ Russ Racing
Hub: ....Sickasso Cycles/ Russ Racing
Size: .... 18 x 9.5 rear, 21 x 2.150 front
Tires: ....Metzeler
Brakes: ....Performance Machine, front/ Eurocomponents, rear
Photos:........................Don Rogers

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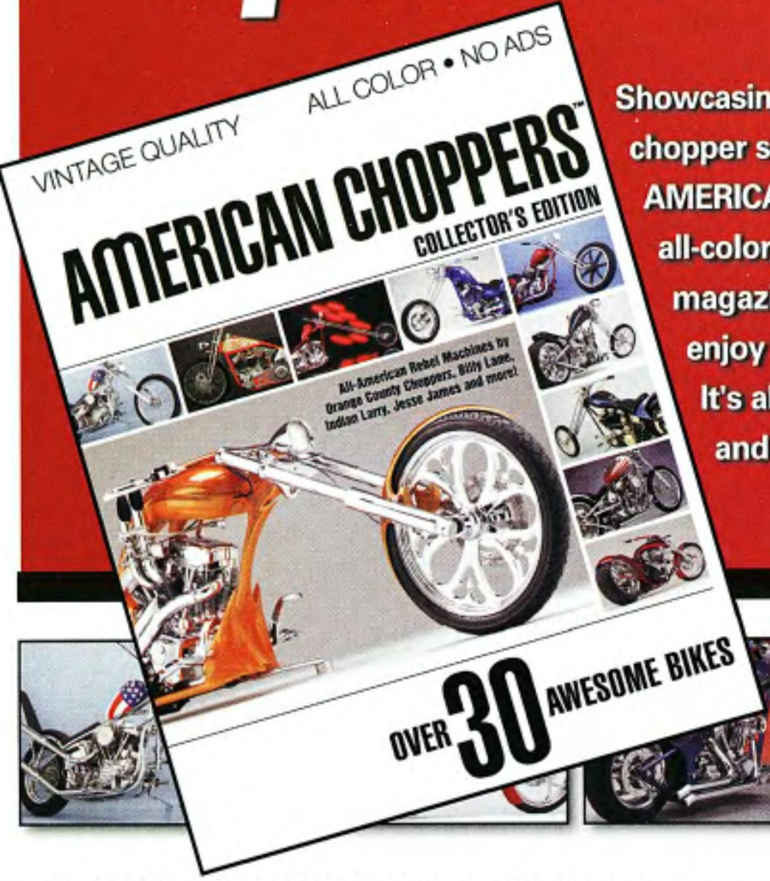

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KJC BUILDS ANOTHER INDUSTRIAL WINNER

WIELDING FOR WELD

In their pursuit to own a fleet of beautiful bikes to highlight their products, the folks at Weld Wheels contacted, among others, Kendall Johnson. Kendall is, of course, a custom bike builder extraordinaire and also part of this year's Easyriders Centerfold Bike Show Tour. Word of his building prowess has spread far beyond his turf in Winston-Salem, North Carolina.

In fact, when we called Kendall, he and his crew were still busy finishing and fine-tuning their entry for the Discovery Channel's *Great Biker Build-Off*. Which is why Dale Hood, Kendall Johnson Customs' general manager, provided us with the goods for this feature.

The only instructions from Weld, according to Dale, were that they had to use Weld's wheels. "Other than giving us a set of their wheels, they told us just go with it," is how Dale puts it. The CNC-machined Charger 5 wheels Weld sent are advertised as "lightweight forged alloy for high strength, perfectly polished" with an "exclusive 6-layer chrome plating process" and "perfectly true."

Weld's instructions led to the crew sitting around and considering different concepts, but the impetus came from the fact that "we happened to have had a Pro-Street Frameworks dropseat frame lying around and thought that that could be something to build around, as far as a good, sleek look and we just went from there," Dale continues.

There were some more parts lying around and others, like the 110-inch RevTech engine and the Thunder Cycle front end, were specifically purchased, but Kendall and Co. did make all the sheet metal, the pipes and "other parts like that," as Dale describes it. And then, of course, there's the bike's impressive dress or pristine paintwork.

"The paint came about after we sat down with the painter and explained

the concept of the sheet metal," Dale explains. "It's got some ridges in it and looks kind of medieval, so the painter went with that theme." Which is probably why you have the somewhat unusual color combination of Arctic white and Egyptian gold pearl giving the bike its pseudo-gothic look.

"With the guys over at Copperhead Graphics it was the same deal Weld did with us," Dale continues. "We called him up and said 'check this out' and 'you do what you think is right.' And to be honest, when it came back with the pieces sittin' on the floor, we didn't know if this was gonna work. But when we put it all together, it just all hooked up and came out looking really nice."

The folks at Weld Wheels were pretty happy with the end result and aside from what's on these pages, you can admire the bike at larger bike rallies where Weld's represented, or on their Web site at www.weldracing.com.

And make sure you say hello to Kendall at one of our upcoming bike shows (see the bike show schedule in this issue of the rag and look for another Weld bike right here next month).

—Red Baron

Owner: Weld Wheels
Designer: Kendall Johnson Customs
City: Kansas City, Missouri

General
Fabrication: KJC
Year and make: 2003 KJC
Model: hidden shock
Assembly: KJC
Time: 60 days
Chroming: Atlantic Coast Plating

Engine
Year: 2004
Model: RevTech
Rebuilder: n/a
Ignition: RevTech
Displacement: 110 cubic inches
Lower end: RevTech
Balancing: RevTech
Pistons: RevTech
Cases: RevTech
Heads: RevTech
Cam: RevTech
Lifters: RevTech
Carb(s): Mikuni
Air cleaner: stock
Pipes: Grumpy's

Transmission
Year: 2004 Baker
Modifications: none
Shifting: 6-speed

Painting
Painter: Copperhead Graphics
Color: Arctic white/ Egyptian gold
Type: wet

Frame
Year: 2004
Builder: Pro-Street Frameworks
Type: hidden shock
Rake: 48 degrees
Stretch: 3 inches
Shocks: Legends

Accessories
Bars: KJC
Handlebar controls: Ness
Fender(s): KJC
Headlight: KJC
Taillight: KJC
Speedometer: none
Pegs: Accutronix
Electrics: KJC
Gas tank: KJC
Oil tank: KJC
Oil system: oily
Primary cover: Primo
Seat: High Rollers
Mirrors: none
Grips: Accutronix

Forks
Type: 54mm
Extension: 8 inches over
Builder: Thundercycle

Wheels

Front
Size: 18 inches
Hub: Weld
Tire: Metzeler
Brake: HHI

Rear
Size: 18 inches
Rim width: 10-inch
Tire: Metzeler
Brake: HHI

Photography: Michael Lichter

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NEW BIKES AND NEW FEATURES

AMERICAN IRONHORSE FOR '05

American IronHorse is hitting the streets with six models sporting many new features for 2005. The models are divided along two distinct styling lines: chopper and cruiser. The new features include meaty tires, exotic 6-speed transmissions, new bars and controls, billet wheels, bigger motors and custom air filters.

The chopper line consists of the Texas Chopper, the Legend and the LSC. The cruiser line has the Slammer, the Outlaw and the Tejas. The frames for the chopper models have a 4-inch backbone stretch and either a 6- or 8-inch downtube stretch. The cruiser frames use a more sedate 2-inch backbone stretch.

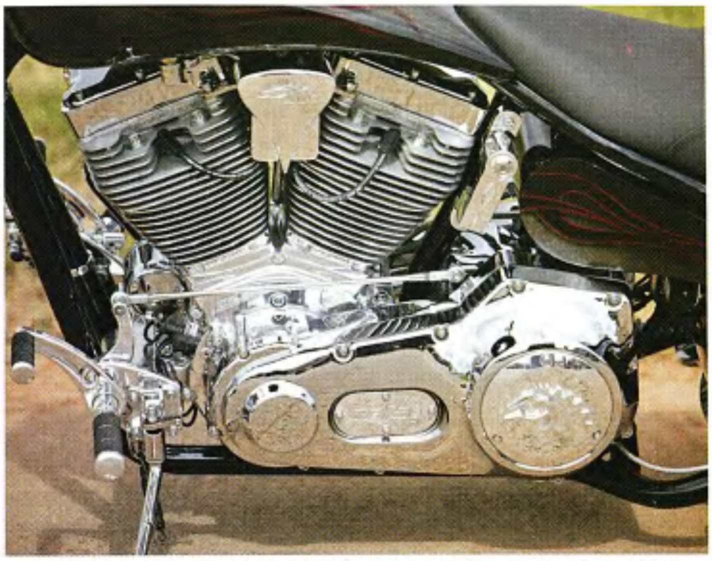
All of the bikes have 38 degrees of neck rake and utilize polished billet triple trees that have a further 4 degrees of rake for a total of 42 degrees of fork rake. The Texas Chopper and LSC models use 12-inch over fork tubes while the Legend has 10-inch over tubes.

The big news for '05 at AIH is what's out back. Big tires, 240 and 280, and right-side drive transmissions. All of the 2005 American IronHorse models feature a 6-speed right-side drive transmission, which allows the use of the wider rear tire without having to radically offset the powertrain.

Cosmetically, all of the models also feature new custom-styled handlebars, signature air filter and coil covers. For '05 they will offer five new optional wheel designs. The polished billet foot controls have been restyled for '05. Motivation is provided by a fully polished, 111-cubic-inch S&S motor.

After seeing the '05 models, it is our opinion that American IronHorse should have a very good year. For more information, call American IronHorse at 817-665-2000 or visit them online at www.americanironhorse.com. —*John Sullivan*

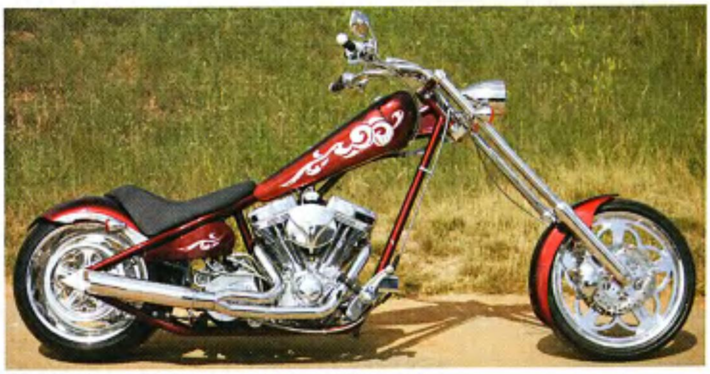
The key to AIH's wide tire bikes is the new 6-speed right-side drive.



The new coil cover builds on the design of the air filter and the derby cover.

The Texas Chopper is the most popular model in the AIH lineup. It can be ordered in a multitude of paint schemes. For '05 it features a 280 rear tire.

The Legend model sits 1-inch lower than the Texas Chopper or the LSC; it uses a 240 rear tire.



The LSC has a rigid frame and runs a 280 rear tire.

The Slammer has a pro-street look, with its 280 rear tire and strutless rear fender.

The left side of all of the bikes, shows off the new rear brake mount and streamlined 4-piston caliper.

The Outlaw features no downtube stretch, a hidden-shock-style swingarm and a 240 rear tire.

The Tejas has a rigid frame, 280 rear tire and 1-inch downtube stretch.

The forward controls were redesigned to further reflect the AIH image.

The new wheel designs go from mild to wild.

All of the '05 models get the new air filter cover.

The handlebars have a "V" center section that mounts the digital speedometer and engine lights.

Photos: John Sullivan

All models are fitted with custom stitched solo seats.

J&P CYCLES 25th ANNIVERSARY

To survive the trials and tribulations of any business for 25 years is a worthy accomplishment. But in today's two-wheeled marketplace, a 25-year anniversary is a rare achievement. In recent years many companies have jumped on the band wagon, but J&P Cycles is one of the few companies who managed to plant their seeds long before the custom motorcycle scene started to boom.

Back in the mid-70s, John Parham started a partnership with a good friend, and the two young motorcycle maniacs opened a small shop in Anamosa, Iowa. In 1979, John decided to venture off on his own, and together with his wife Jill, they opened J&P Cycles in a small rented shop just outside of Anamosa. While still working a full-time factory job, John, with the help of his good friend Ron, found time to wrench on bikes all week long. On the weekends John and Jill would find themselves attending swap meets and other events looking for parts to keep stocked up in their shop.

In 1982, J&P Cycles moved to a new location in downtown Anamosa, and at about that same time, John lost his factory job, so he decided to run a small bar on Main Street for extra cash flow. Then in May of 1984, the Parhams were dealt a serious blow when thousands of dollars in parts were lost in an overnight fire at their shop.

After scrubbing and cleaning salvaged parts for weeks, John rented part of a warehouse just outside of Anamosa on Hwy. 151, where the business continued to grow for years; the J&P headquarters is still located at that same location.

After dealing with the fire, John and Jill realized that the service aspect of their business had taken a down turn, so they decided to print out fliers which listed many of the parts that they had available, and handed out the fliers at local bike events. This approach to advertising their goods took off for J&P and in 1987 the first 24-page J&P Cycles catalog was published. Now days, it's next to impossible to walk through Main street Sturgis or Daytona with out picking up a new J&P catalog, but now the catalog has grown to over 884 pages with over 30,000 motorcycle parts and accessories to choose from.

In 1990, J&P had grown roughly to 30 employees and had taken over the entire warehouse that they had previously been renting. By 2000, they employed over 100 people, and a new warehouse and retail showroom was added to total over 65,000 square feet of warehouse and office space. More recently, J&P opened yet another warehouse at their Anamosa location, which brings the J&P headquarters to over 150,000 square feet and now they employ over 200 full-time employees.

John and Jill have always taken great pride in their customer service and treating customers with respect. For years they've shown thanks to their customers by hosting and annual open house celebration; June 26th marked the date for last year's event. The open house also marked their 25th anniversary in the motorcycle community, with some 8,500 people showing up to take part in the fun.

Things kicked off bright and early on a sunny Saturday morning, when J&P

J&P
CYCLES

STAFF

Photos: Nate Ullrich

opened their doors to customers at 8 a.m. Over $4,000 worth of door prizes were handed out all day long, and a silent auction was started to help benefit the National Motorcycle Museum in downtown Anamosa. Over 30 aftermarket manufacturers had displays set up, including S&S Cycle, Küryakyn, Drag Specialties, Custom Chrome, and Mustang, to name a few. The Ness crew was also on hand showing off many of their custom built machines, and Arlen Ness himself was hanging out with the crowd and signing autographs.

The Teresi Dyno Drags were up and running and kept crowds entertained all day, along with Rhett Rotten and the his famous Wall of Death. A ride-in bike show was set up to showcase a number of J&P customers' bikes, with trophies to all entries. Later in the day, a motorcycle rodeo took off with many games like the slow race, barrel race,and wienie bite.

A large majority of the J&P staff are bikers themselves, so they know all too well that with all the entertainment going on, the thousands of bikers were going to build up quite the appetite. Therefore, the J&P crew supplied free burgers and dogs in the food tent, along with free drinks to wash them down, while a DJ played music throughout the grounds all day long.

In general, their 25th Anniversary Open House party was a huge success and it turned out to be their largest open house on record. As the world's largest aftermarket motorcycle parts retailer, J&P Cycles has learned how to treat their customers right and their open house celebration is just one example.

J&P Cycles catalog is printed every year and can be mailed anywhere in the U.S. or Canada for free. It can also be shipped worldwide for a small fee, or a person can find the complete catalog online at www.jpcycles.com along with worldwide current events, tech tips, along with photos of customers' motorcycles. A complete package.

John and Jill have come a long way through out the last 25 years, building J&P Cycles into a perfect example of "the American Dream." They started by doing what they loved for next to nothing in a small Iowa town, and have grown into their huge headquarters in Anamosa with their technical call center in Ormond Beach, Florida. But with all their success, their thanks towards their customers has always remained an important part of their business, and the J&P Cycles mission statement sums it up:

"We pride ourselves in bringing the finest quality parts, accessories, and service to our customers, while providing a quality working environment for our employees and a strong commitment to our community. Together there are no limits to what we can achieve. We are indeed committed to keeping the world on two wheels." *—Natanic*

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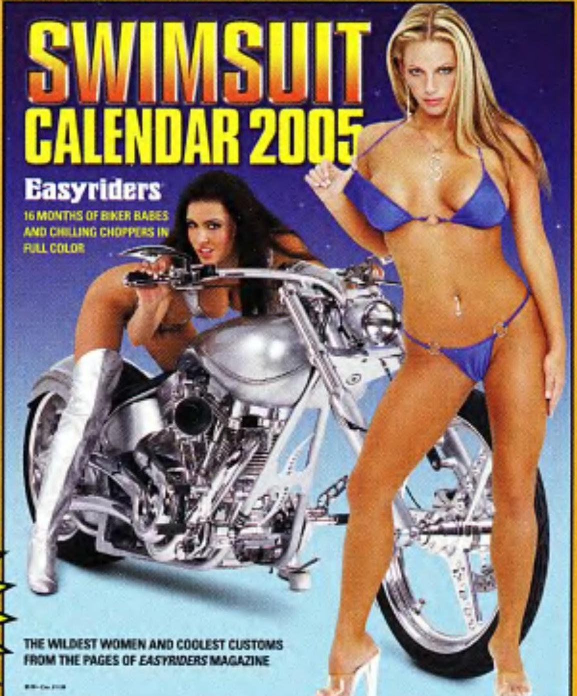

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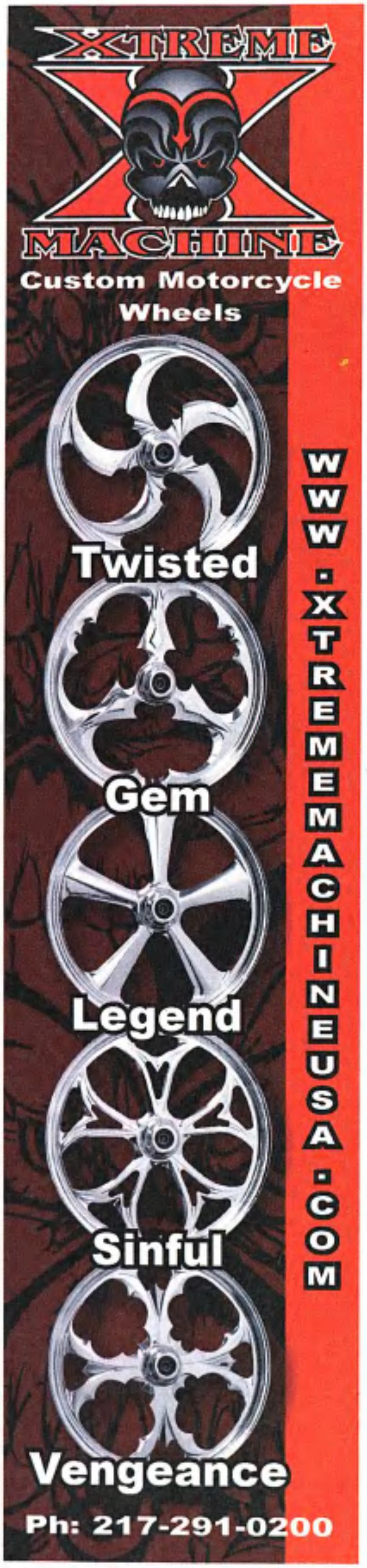
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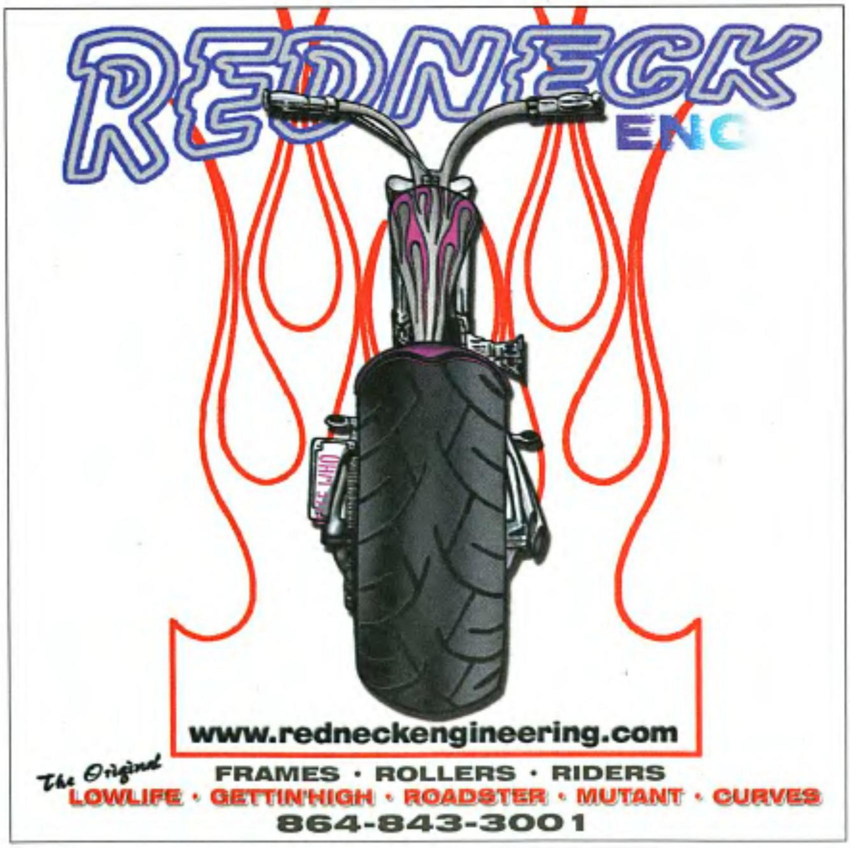
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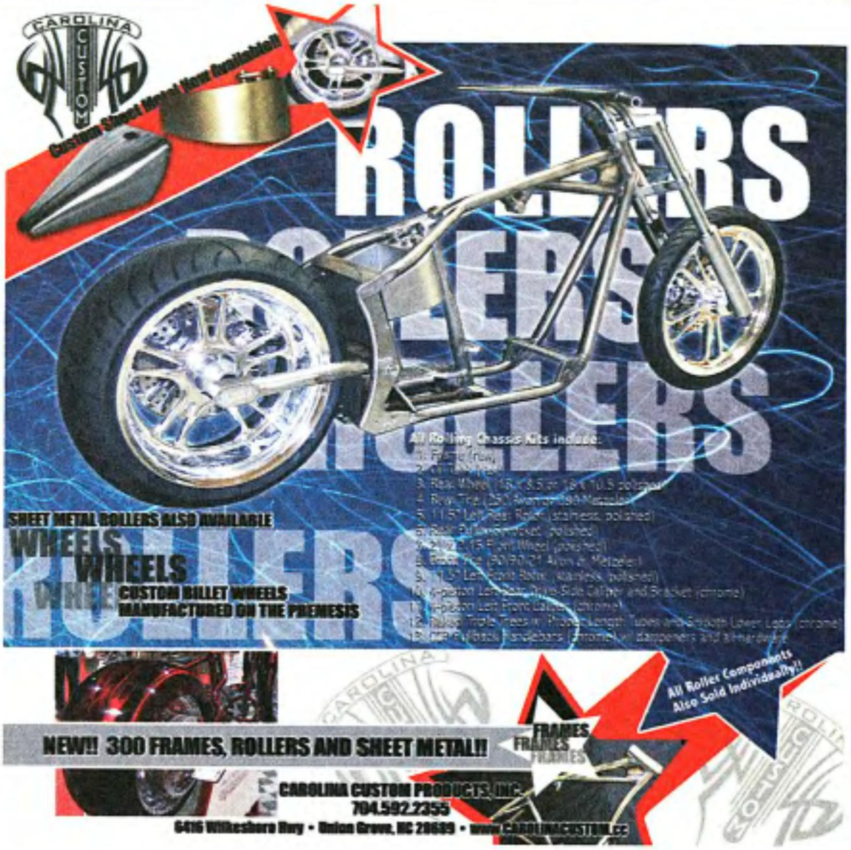
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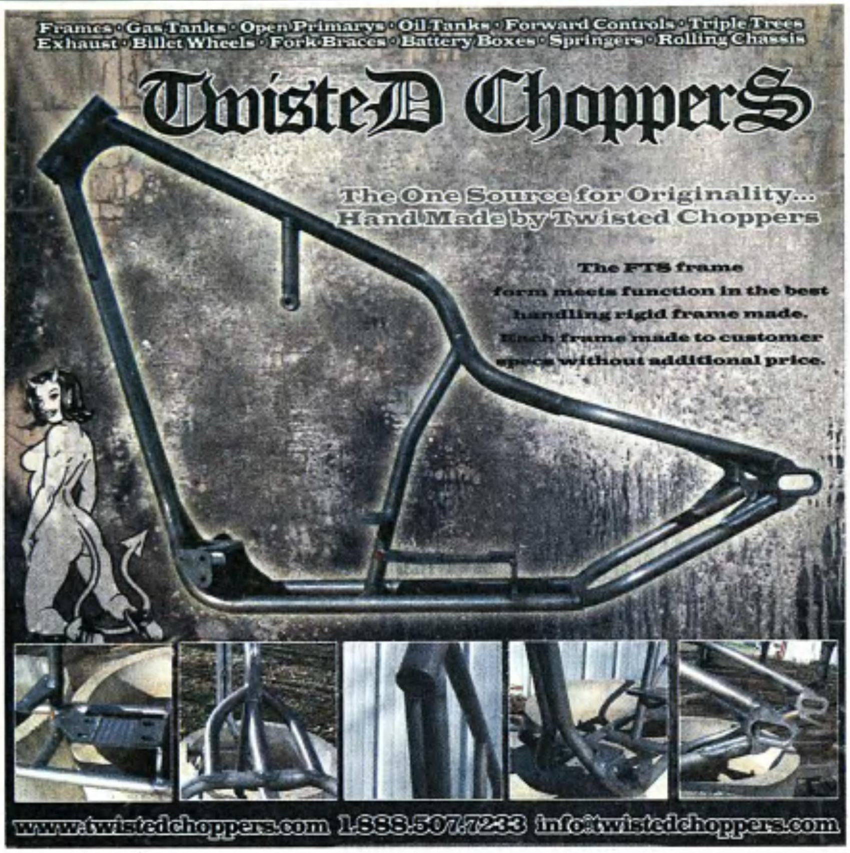

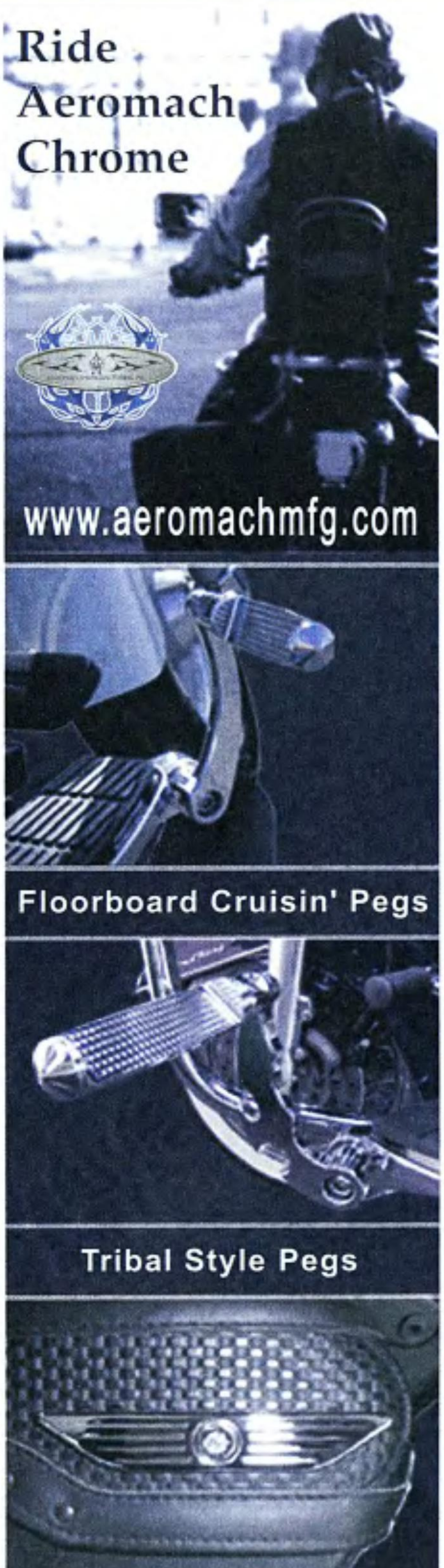

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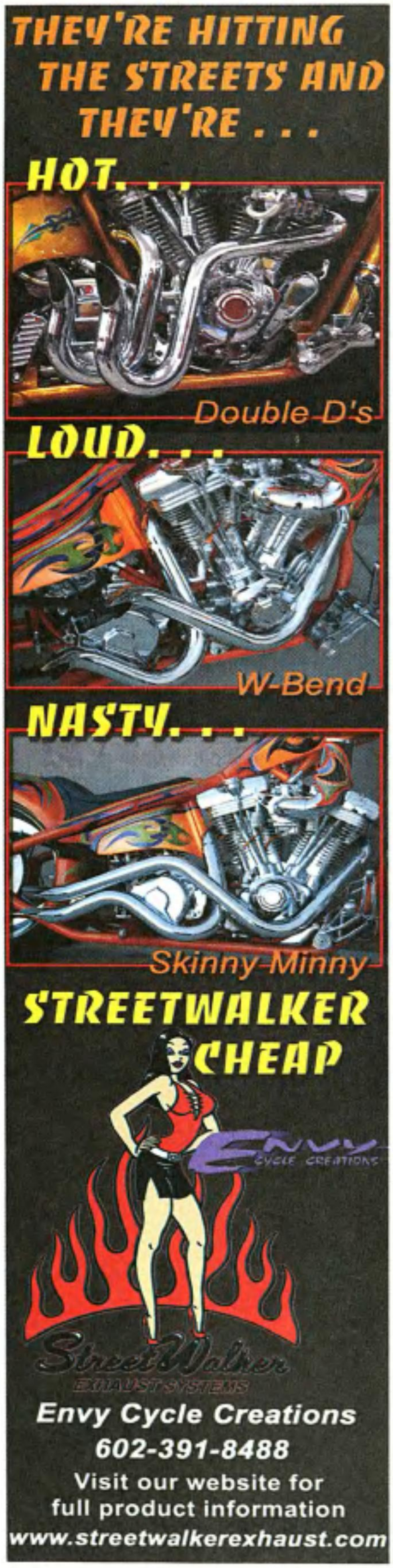

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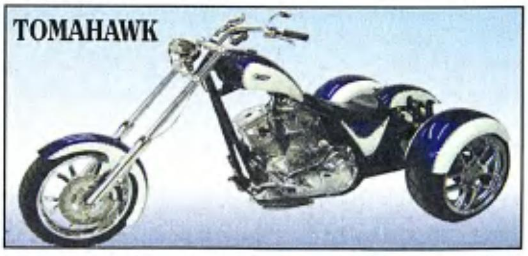

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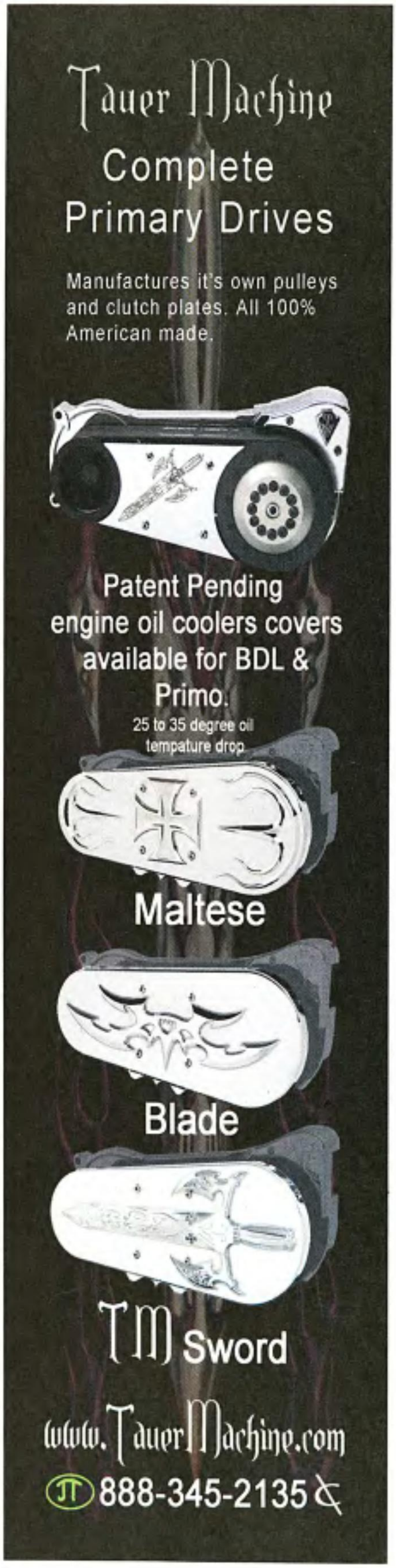

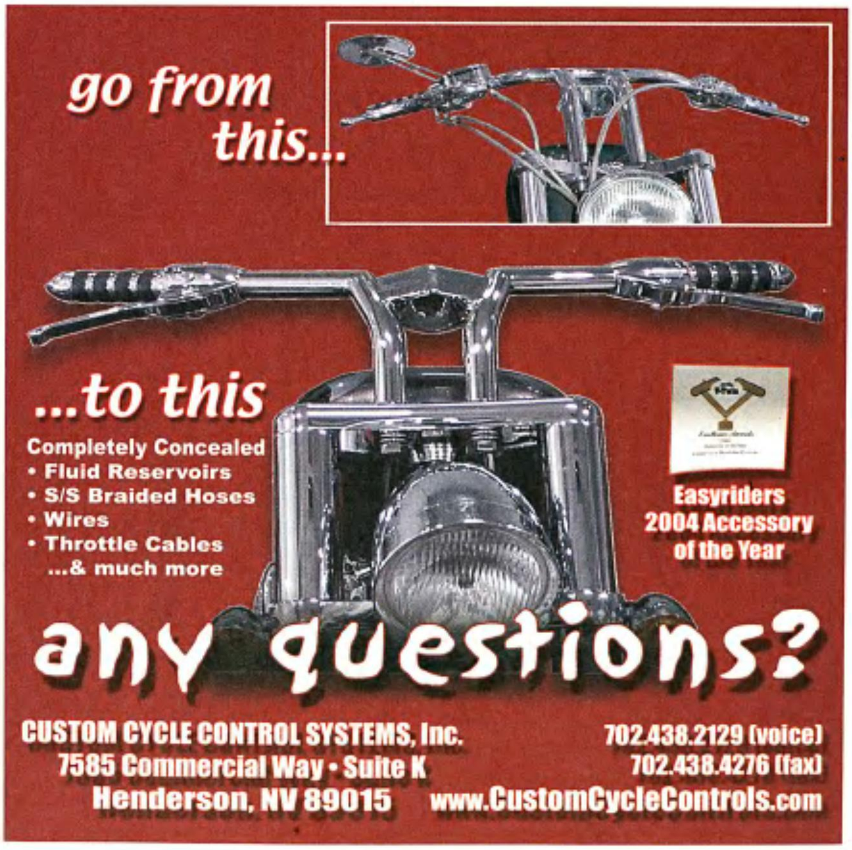

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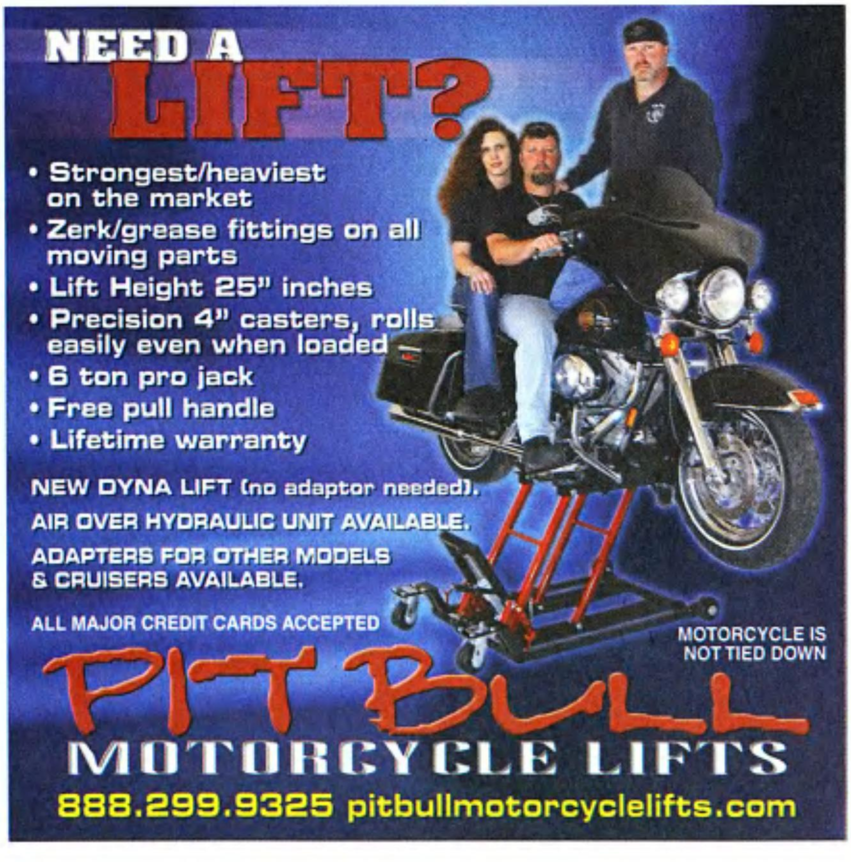
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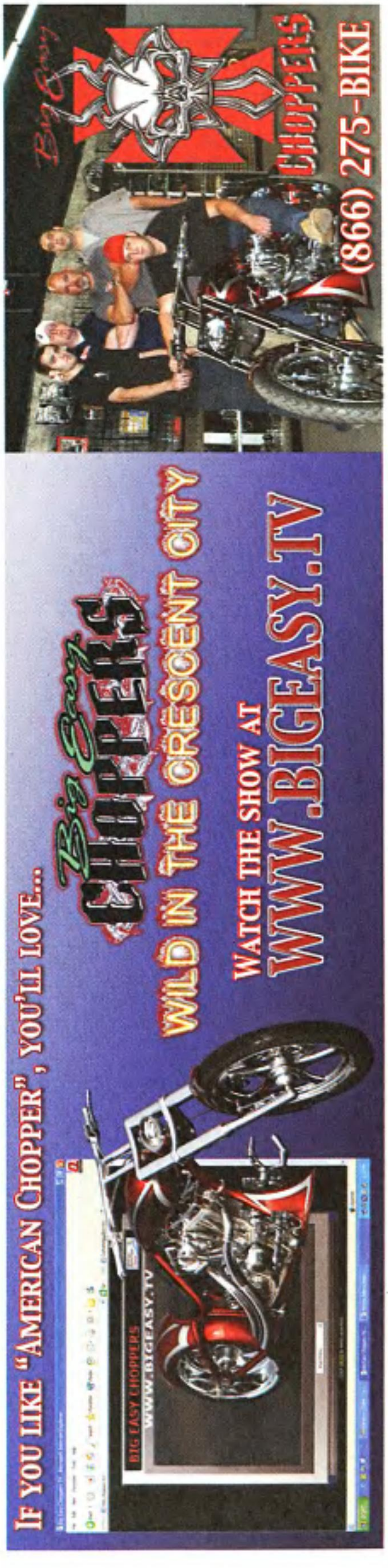
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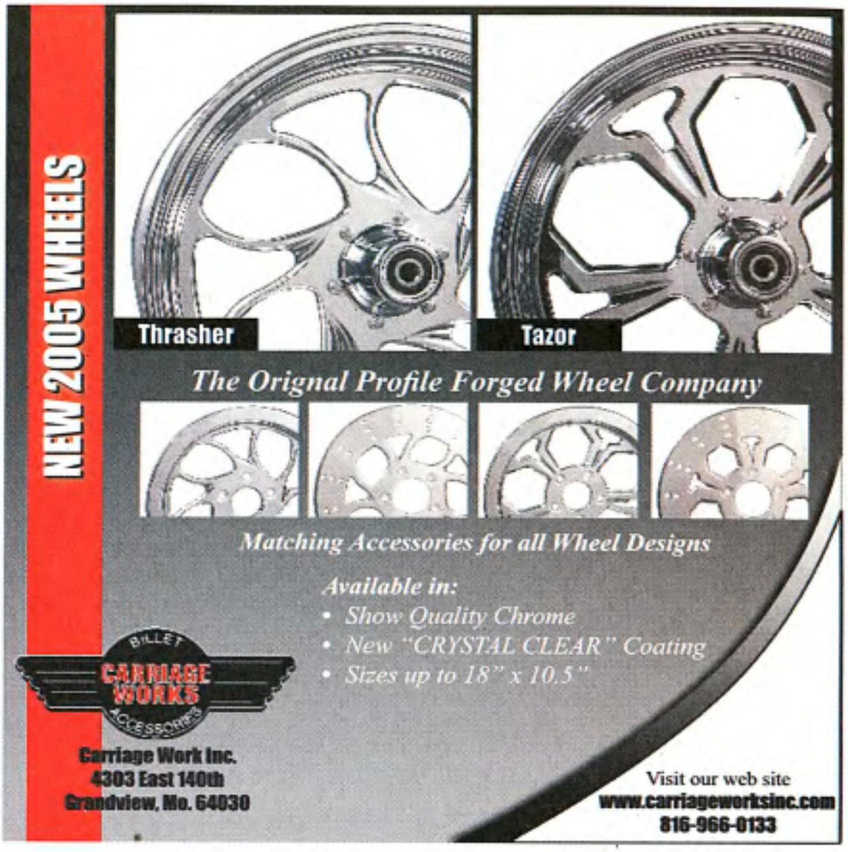

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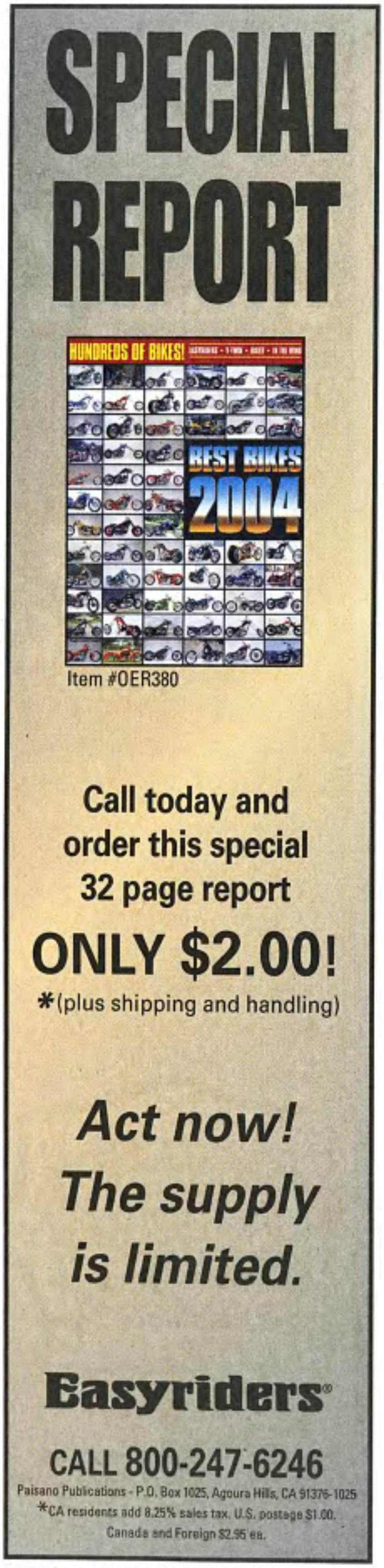
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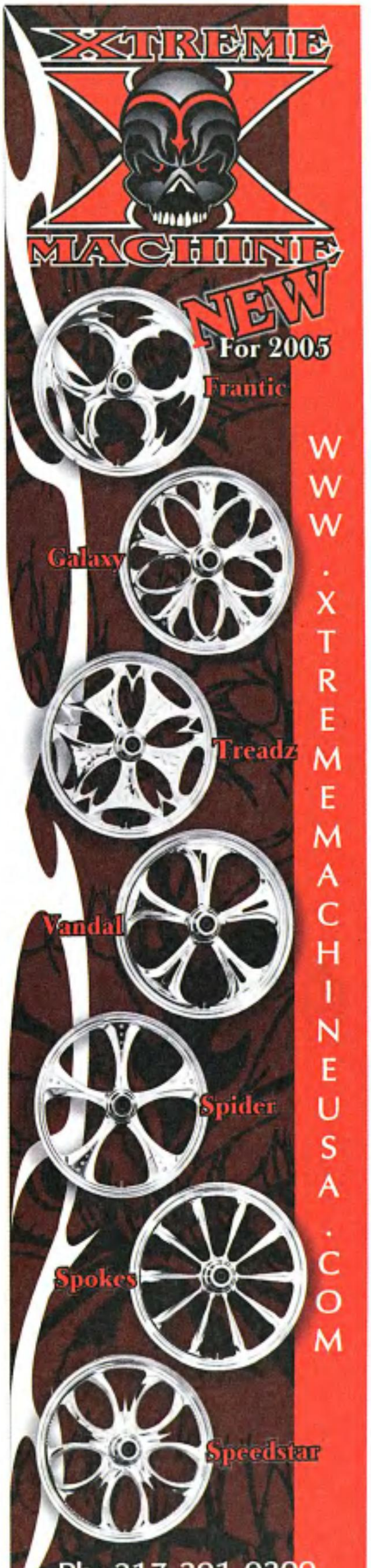
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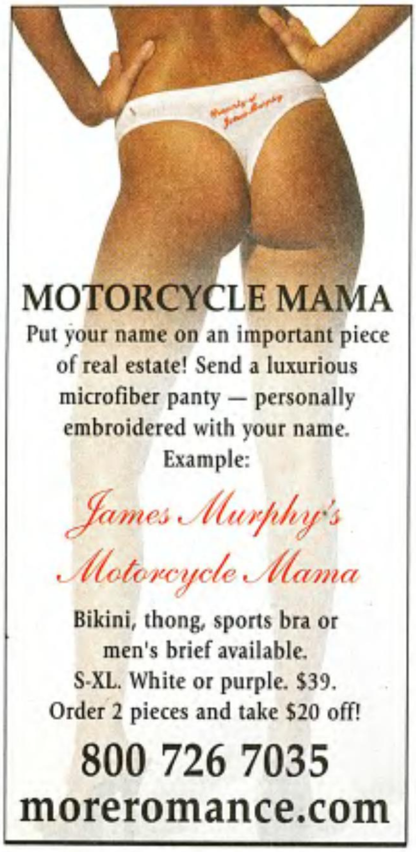

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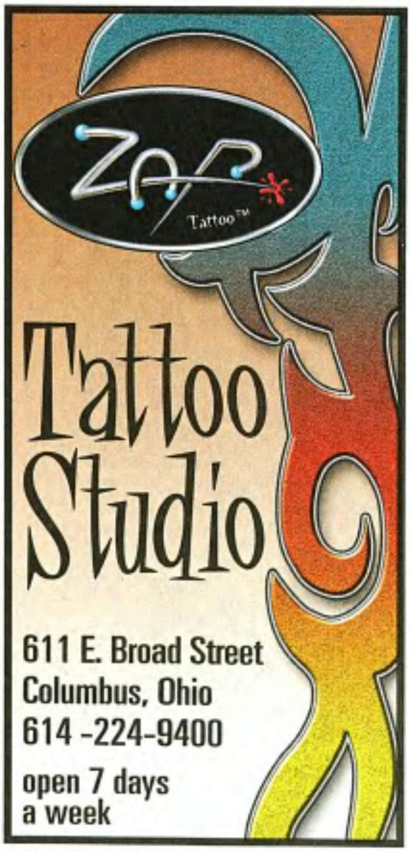

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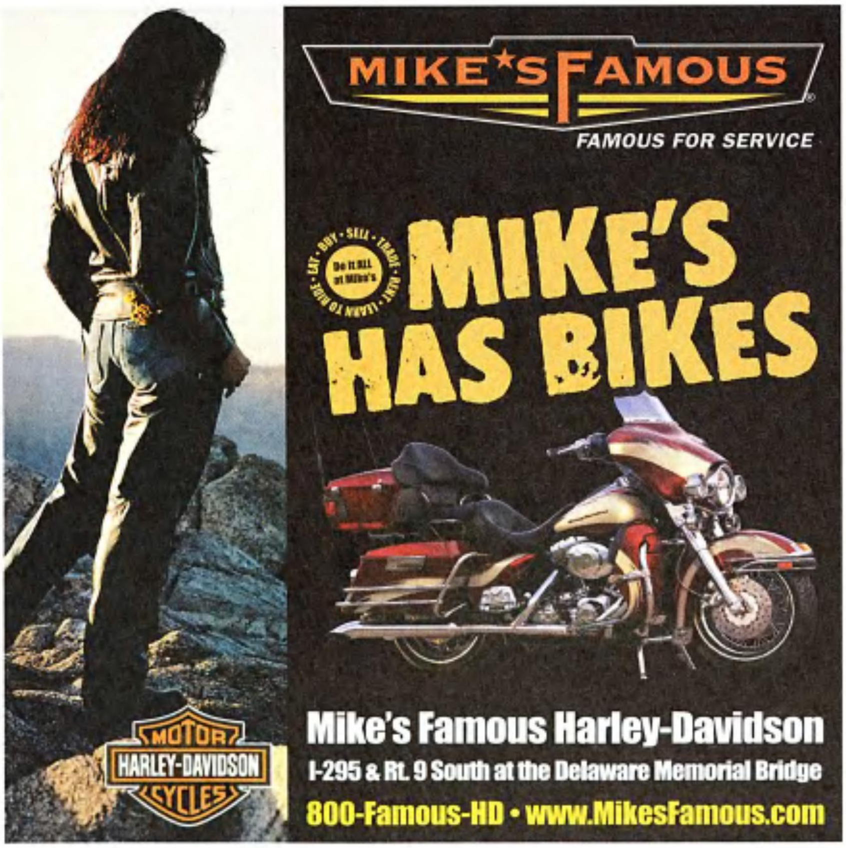

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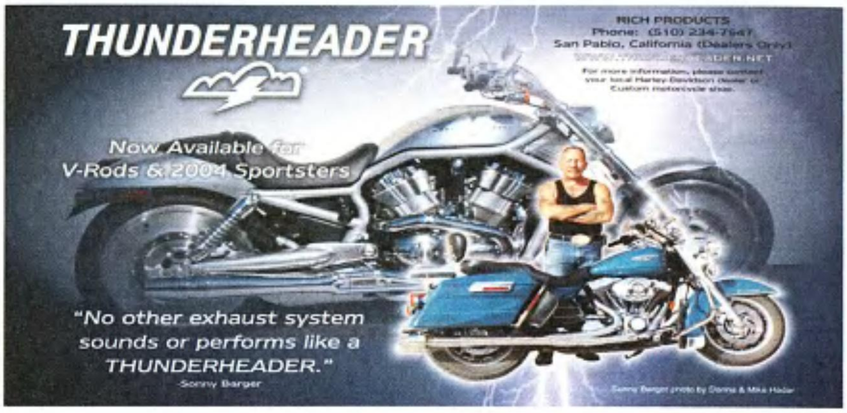

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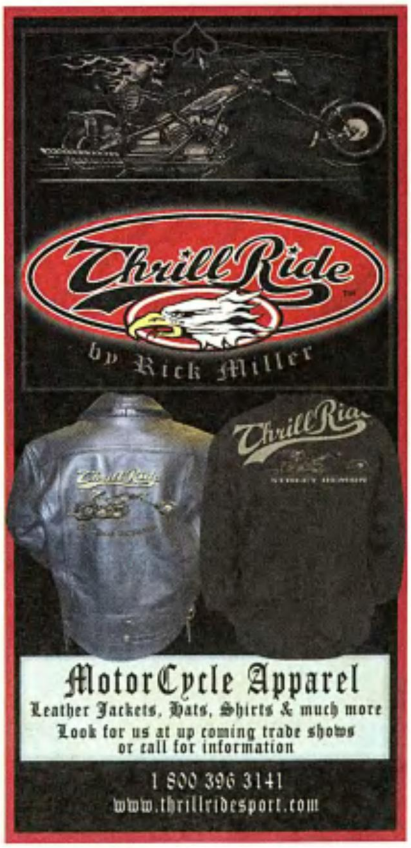
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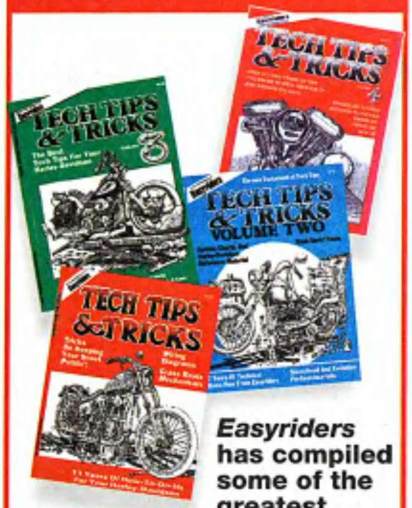

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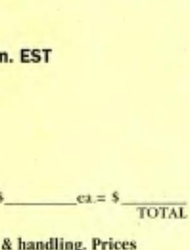

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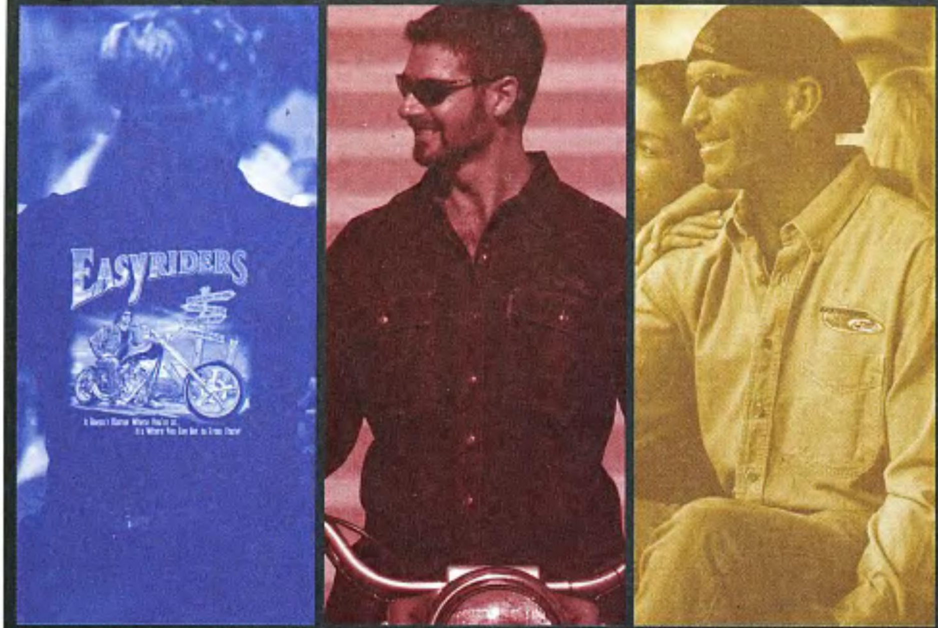

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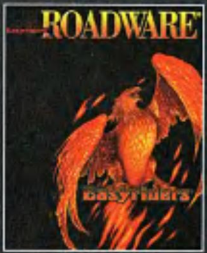

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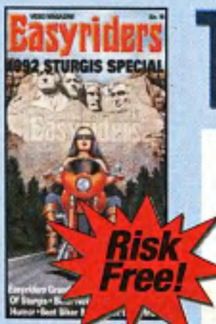

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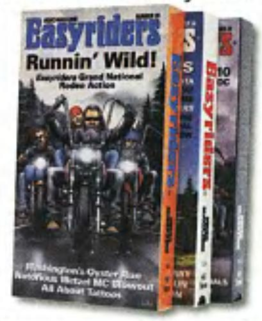

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EXHAUST AS A FASHION STATEMENT
Installing Paul Yaffe Pipes

Ever since the first chopper showed up in the late-1940s, exhaust pipes have been one of their defining parts. It seems though, that the past couple of years have seen pipes getting shorter and with a few more bends. The latest pipes from Paul Yaffe Originals not only echo this trend but they take it a step further.

These pipes, which he calls the Crack Pipes, have more curves than a Fox Hunt winner. They are available in chrome or black. They use three of the tightest fitting heat shields we have ever seen. We installed the pipes on our resident chopper. We couldn't decide which finish would look best so we tried both. In the end we stayed with the black pipes.

Installing them was straightforward; there is a bracket that bolts between the clutch cover and the front pipe. The rear pipe is then installed; it bolts up to the front pipe. If you think these are what your scooter needs, give Paul a call at 602-840-4205, or visit them online at www.paulyaffeoriginals.com.

The pipes are well made with nice even bends. They are a stepped design.

The heat shields are flawlessly cut, polished and chrome-plated.

The only tricky part about installing them alone, was using a screwdriver to hold the front pipe.

Crack pipes in black. The chrome heat shields set them off very well.

If black isn't your style, Paul offers the pipes in chrome.

Photos: John Sullivan

TechGarage

SERVICE PLUS
Maintaining Your Harley

No trick to servicing a Harley, right? Change the oil, change the filter, take a look at the belt and the tires and once in a while check the trans and primary. Done. Not quite. The real secret to a sweet-running, long-living bike is to make that service regimen a bit more inclusive. And definitely take it a lot more seriously. The payoff is huge.

A properly maintained motorcycle just about eliminates any chance of getting stuck on the side of the road wondering why and a religiously adhered-to maintenance schedule can double, triple, even quadruple the life of the bike. Doubt it? The Motor Company has the perfect example of proper service sitting right in the lobby of the Milwaukee plant: an Evo bagger with upwards of 400,000 miles showing on the odometer—and the maintenance log detailing why.

Now, whether you do your own maintenance or have it done, get yourself a Factory Service Manual specific to your bike. The information is invaluable and there's even a point-by-point service schedule included that charts what should be checked, when it should be checked, and listing all appropriate lubricants and adjustment tolerances. The techs at Carl's Speed Shop in Daytona Beach, Florida, where we went for this service seminar, go so far as to print out that chart every time they do a service and then give it to the customer with everything they've done checked off and dated.

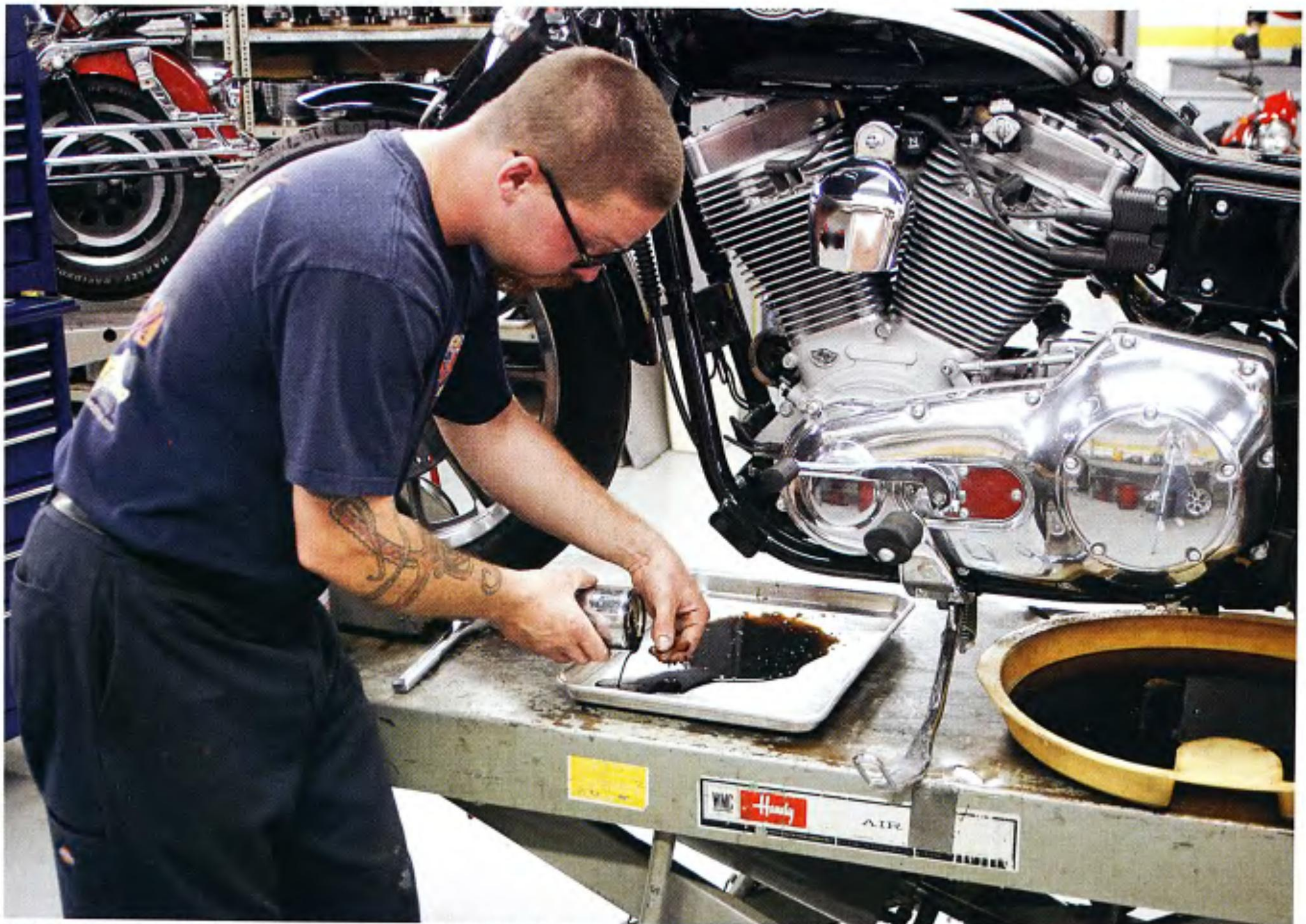
Carl's takes service work even further than that. They've learned, with record-setting racers, that it's usually the small stuff that gets you on the track or the street, so they sweat the details. And that's what we've got here—the details.

Service work might seem straightforward, and it is, but paying attention to how a savvy pro goes about it always bears dividends, even for a veteran rider. Speaking of dividends, we've included a few performance tweaks with the service job here.

A well-maintained Harley can also be a fast one, right? That said, here are some service specifics to pay attention to—and those performance mods thrown in at the end. Call it "Service Plus!"

Battery Cables & Grounds

First things first. With the seat off, take a good hard look at the condition of the battery, battery cables, their connections, and especially the grounds. You'd be surprised how often an intermittent electrical gremlin can be traced back to a



Drain the engine oil, oil filter, trans and primary into clean, separate pans. If there's a problem, like excessive metal residue, you'll know where it came from.

Be careful re-tightening that primary plug. There's no shoulder and the threads are tapered, so it's easy to over tighten it. Do that and you'll mess up the threads in the cover and then you'll have to live with a leak.

poor connection right here. Even if everything looks good on the surface make sure the connections aren't the slightest bit dirty, greasy, or corroded.

Draining The Fluids

Drain the engine oil, the oil filter, the transmission oil and the primary oil into four separate and clean pans. By not co-mingling the fluids as they come out of the bike you'll be able to spot potential trouble—like a disturbing amount of metal residue, or chips—and you'll know where it came from. Don't be disturbed if you find the primary fluid looking a bit raunchy, though. That's normal. The clutch's plates, both the frictions and the steels, give up a little of themselves as they do their thing. It's inevitable. As you drain those fluids pay attention to what's clinging on the magnets built into the various drain plugs.

Take extra care replacing all those drain plugs. You'll eliminate the source of most annoying leaks. Put on new O-rings where applicable, and wrap a little Teflon tape around the threads. And here's a lifesaver of a tip: Definitely do not over-tighten the drain plug for the primary. It's generally a tapered plug, without a shoulder and it's easy to think you're doing a good thing by cinching it down extra tight. Don't.

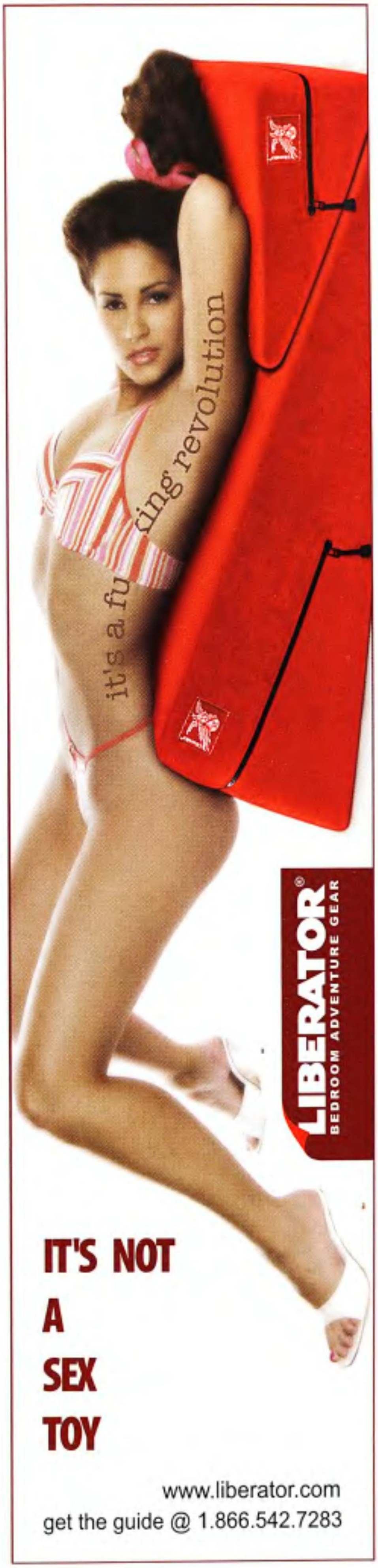
Wrap the threads with Teflon tape and bring the plug up tight, but no more. Over-tighten things here and you'll just wallow out the threads in the cover and then either live with a persistent drip or have to replace the cover.

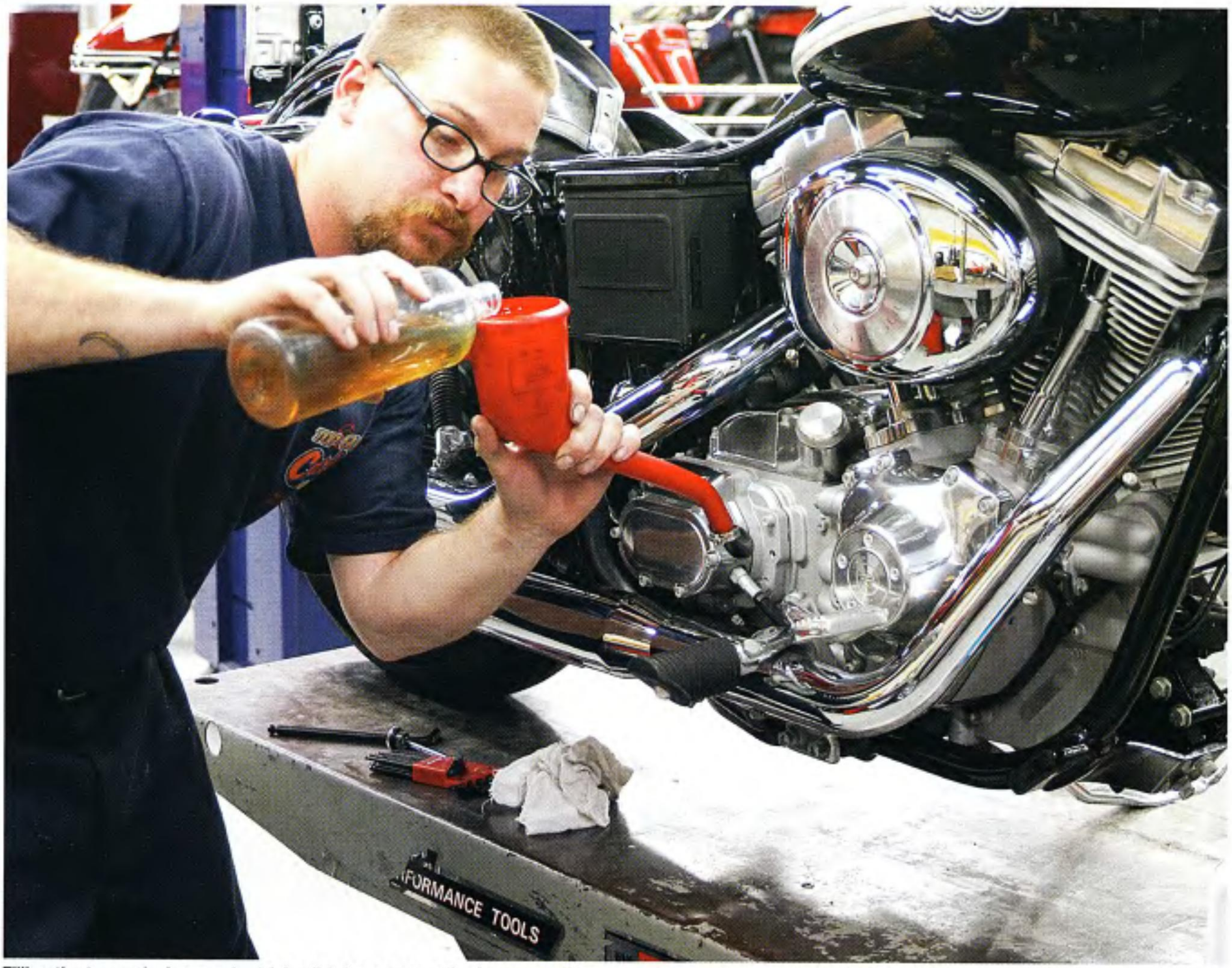
New Fluids and Filters

If you're working on a Twin Cam, definitely opt for a high-capacity, high -filtration 10-Micron oil filter. These engines need it and like it. If you're Evo-powered, forget about that 10-Micron filter. You'll be installing a potential problem. Those filters tend to cause an Evo to "wet sump" (allow an excessive amount of engine oil to collect in the crankcase) and the result is a mess, literally. Oil blows out everywhere, and you'll wonder why. It's that filter. Put the 10-Micron units on the Twin Cams and use a standard-filtration model on an Evo.

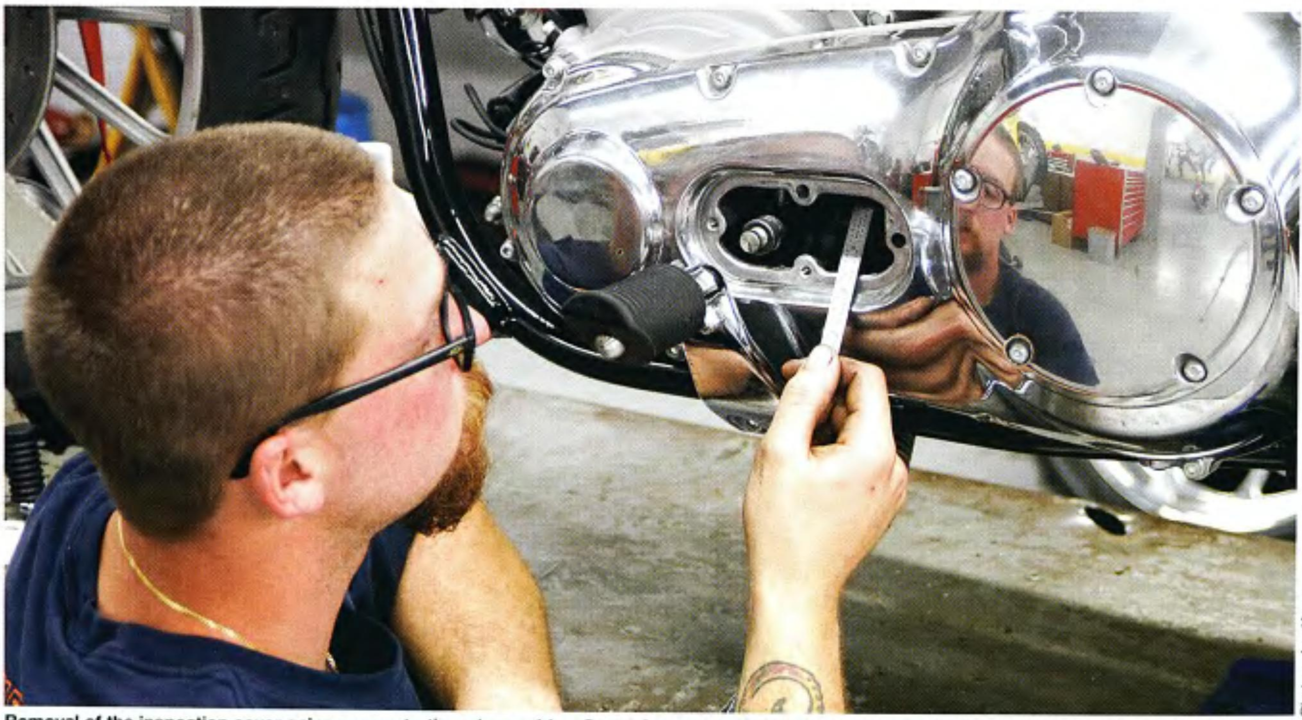
When it comes to filling those tanks and reservoirs should you go with a synthetic lubricant or stick with quality petroleum-based oils? Opinions vary. Synthetics used to be pretty pricey, but these days they retail on a par with most other oils so cost isn't a factor.

Synthetics last longer between changes, with manufacturer's recommendations stretching to two or three times the mileage of petroleum-based oils, so





Filling the transmission can be tricky. It takes a prescribed amount of lubricant (see service manual) and the safest bet is to carefully measure it out.



Photos: Joe Kress

Removal of the inspection cover gains access to the primary drive. Specs for proper chain tension are listed in the service manual and are best checked with a machinist's rule. Tip 1: Spin the drive a few times (spark plugs out, in top gear) and measure at the tightest point found. Tip 2: Replace the stock metal/silicone inspection-plate gasket with a paper gasket. 1-in-10 of those factory gaskets leaked and in fact they've been recalled.

Regularly clean and lube all the cables and controls. They'll work smoother, last longer and be safer.

you might even save a couple of bucks. There are claimed performance gains with synthetics, too. Superior lubricating properties can reduce friction and free up a little more horsepower. Is it all worth it? Perhaps. But the bottom line to a long life for any machine has always been frequent oil and filter changes.

Changing the oil every 2,500 miles is simply good insurance and dropping those fluids at intervals even shorter than that isn't excessive. We're only talking a couple quarts here and a little bit of your time. So do you throw away a bike-load of synthetic oil that's potentially still serviceable, or are you willing to stretch out those service intervals? Your call.

Either way, pay close attention to just how much new oil goes back into the bike. Too much is as bad as too little. A Twin Cam Dyna, for instance, is going to need about 3 quarts to top-off the tank. Check the level carefully; properly checking the oil levels on different models varies. Read the dipstick on a Dyna with the bike on its sidestand, leaned over.

On a Softail, you'll want to check the levels with the bike standing straight up. Re-filling the transmission is easy. Factory specs call for 20 to 24 ounces of fluid, so get yourself a graduated beaker and put 22 ounces of fresh fluid into the tranny, splitting the difference.

Re-filling the primary is even easier than that. It'll take one quart, even up. Simple. Take a look as Carl's Speed Shop mechanic Dave Betti goes through the rest of a thorough service session.

And remember, it's usually the little things that'll do you in so make sure everything's checked off, whether you're doing the service yourself or paying for the work. Who knows, you could be tending to another 400,000-mile runner.

—Joe Kress

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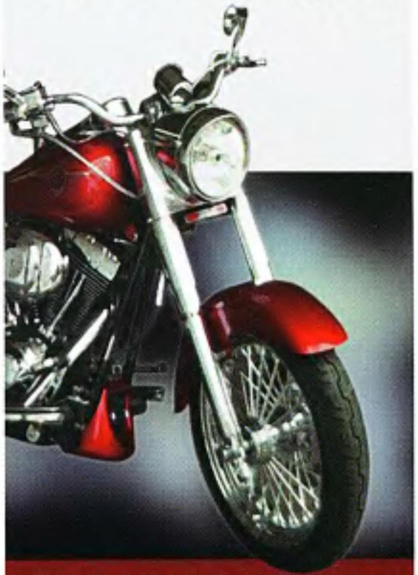

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EASYRIDERS' GUIDE TO SHEET METAL

Now that you've picked a frame for your nasty little custom bike, it's time to take a look at what's available to put some skin where it counts. Take a look at this collection of various tanks and fenders from the wide world of sheet metal on the market today. Naturally, this is only a small sampling of what's available out there. Hell, if we showed you every tank and fender being hewn by the metal maestros out there we'd have to devote the entire issue to it. You wouldn't like that, now would ya? No tits, no bikes, just tanks and fenders? Nah, we wouldn't do that to ya.

That said, here's our pick of some of the cool sheet metal for that new bike you're building or to spice up your present ride.

—Dave Nichols

Arlen Ness' Teardrop Tanks Are Made Of Steel

Arlen Ness' high-quality steel gas tanks are made in the U.S. These sleek custom teardrop gas tanks were designed by Arlen to give your custom bike a contemporary, dynamic look. Arlen's tanks are made from heavy, 16-gauge steel for exceptional quality and durability. The Ness tanks are well crafted, so they require minimal bodywork, Arlen says. They're available with a Ness flush-mount cap, Hot Match pop-up cap or standard screw-in style. Universal mounting brackets are included.

Call Arlen Ness 925-479-6350 for more information or visit www.arlenness.com.

Big Bear Choppers Reaper Oil Tank

Big Bear Choppers has put their new metal stamping and tooling facilities to good use as of late. They are cranking out sheet-metal pieces like it's going out of style. These Reaper oil tanks are cut from 14-gauge steel from BBC's CNC plasma machine. BBC says all tanks are pressure tested to insure no leaks will develop.

Big Bear Choppers Unleashes Their Pointed-Series Sheet-Metal Products

Big Bear Choppers is going the extra mile to manufacture their sheet-metal products

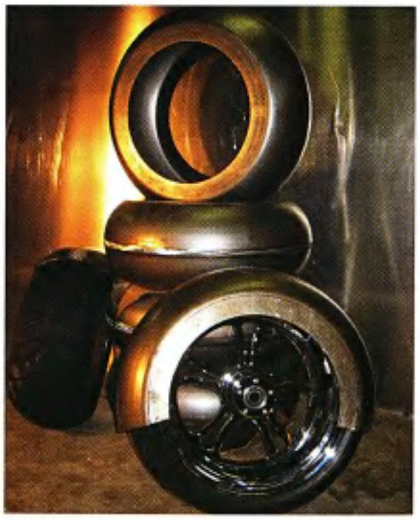
to the best possible quality. As opposed to the industry's standard spun technique, every piece at BBC is deep drawn, which results in a very accurate shape with a smooth finish. BBC can provide your ride with that high-end custom touch with BBC Pointed tank and fenders. The 30-inch, 14-gauge steel 4.8-gallon BBC fuel tank comes with a flush-mount, pop-up gas cap. All BBC tanks are pressure tested to ensure they are leak-proof. BBC's 12-gauge steel front and rear fenders are cut to a pointed tip at the end to complement the curved lines of the metal.

The Pointed fuel tank retails for $1,350, the Pointed front fender is $350 and the Pointed rear fender is $700.

Calvin Metalcraft Can Manufacture Sheet Metal To Any Specs

Calvin Metalcraft says they stock thousands of fender stampings that were not purchased by a motorcycle company that is now bankrupt. These are quality, 16-gauge steel stampings that can be trimmed to any shape. Calvin Metalcraft will sell and ship one, 100, or 1,000. Calvin Metalcraft can ship fender stampings untrimmed or cut to the exact shape you like. Rear fender stampings are about 10 inches wide at the front and 9 inches wide at the rear of the fender, for a great-looking, tapered appearance. Front fenders are about 6 inches wide and can be cut to any shape you like or you can cut them yourself and save money. Calvin Metalcraft is also currently making tooling for long, curved gas tanks that will be available soon.

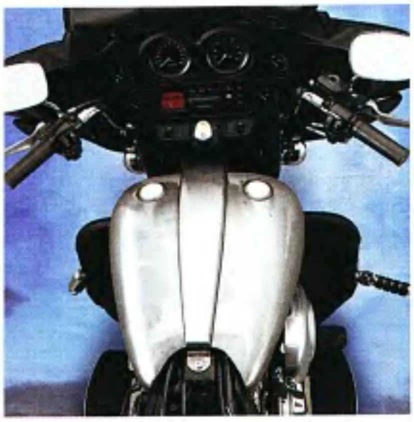
For more information call Calvin Metalcraft at 805-483-5614.



Choppers Inc. Spun Steel Fender Blanks Are Ideal For The Custom Builder

Choppers Inc. now offers 16-gauge spun steel fender blanks that are ready for serious choppin'. If you can fab your own chopper, then start your next bike the same way Billy Lane does, with a genuine Choppers Inc. fender blank. Available in three sizes: 9 1/2 inches for 240 tires, 10 1/2 inches for 250 tires, and 11 1/2 inches for 280 tires. Each fender blank can produce up to four fenders, depending on your desired fender size.

Choppers Inc. fender blanks start at $545. Place your order at www.choppersinc.com or call the shop at 321-757-7262.



Drag Specialties' 1-Piece Extended Gas Tank Fits Carbureted FLT Models

Drag Specialties' 1-piece, 2-inch extended steel tank features a custom console that covers Harley's original equipment FLT gas gauge sending unit (not included). The tank is delivered with a block-off plate if the gas gauge is not desired. The tank has a 5-gallon capacity and is available with "Aero-style" flush caps or for use with '82-'96-style screw-in caps. The tank accepts a 22mm petcock (screw-in caps and petcock are sold separately). Each gas tank uses all the stock mounting hardware, however a seat nose modification may be required to fit the cut out in the extended end of the tank. Drag Specialties' extended custom tank for FLT models come in four styles and retail for $429.95.

For more information, click on www.dragspecialties.com or call your Drag Specialties sales representative at 800-222-3400.

Exile Cycles Make Their Trojan Fenders To Fit Like A Second Skin

Exile Cycles now has a whole range of Trojan motorcycle fenders. Made from heavy, 14-gauge steel, they are available in a variety of widths from 8 to 11 inches. As the name suggests, these fenders are designed to hug the tread of your tire like a second skin.

With a 27.5-inch diameter, they will sit very close to the surface of most rear tires. This makes them the choice for rigid bikes using wide rear rubber. The fender pictured is a medium Trojan, but short and long Trojans are also available with different sidewall lengths. An 8- and a 7-inch-wide front Trojan are also available for fat front wheel applications.

All Trojan fenders sell for $399. For more information call 818-768-7667 or visit www.exilecycles.com.

Phoenix Rising

The most recent innovation to come out of the Fat Katz factory is now in stock and ready to ship. The "Phoenix" is sleek, long, and specially made to hug your tire, creating a low profile appearance.

Both the front and back versions of these handcrafted fenders end in a definitive point. They are made of 13-gauge, cold rolled steel that will fit any size tire on your 21-inch wheel. Fat Katz can also customize these fenders to fit your specific requirements.

For more info or to purchase please visit www.fatkatz.com or call 877-432-8528.

Fat Katz' Oil Bag Fender rids your bike of its oil bag

The busy minds at Fat Katz have spent some time designing a new rigid fender that holds engine oil. With the old-school styles of today increasing in popularity, the oilbag is often seen as a nuisance by builders who are trying to further clean the lines of a chopper or recess the seat down low into the frame. Fat Katz' Oil Bag fenders are a way to remedy that problem.

These specially designed fenders hold up to 4 quarts of oil and are available in assorted or custom sizes these steel fenders bolt right to your frame and allow for more creative building. Fat Katz tells us their Oil Bag Fenders will soon be available for Softail applications. The people of Fat Katz pride themselves in having a reputation for quality, so they made sure this new fender is no exception, they tell us.

Visit www.fatkatz.com to find out about this and many other new products from Fat Katz or call 877-432-8528.

Independent Gas Tank Co. Fender Blanks

Made from 14-gauge, cold rolled steel, these fenders from Independent Gas Tank Co. are tough, yet still easy to work with. Front fender blanks are available for 16- through 21-inch wheels in all widths. Rear fender blanks are available in 18-inch diameter to fit 200-, 240-, 280-, 300- and 310-series rear wheels with rounded or flat profiles. Call with your specs to get your perfect fit. As we go to print, Independent Gas Tank Co. should have a complete line of shaped front and rear fenders.

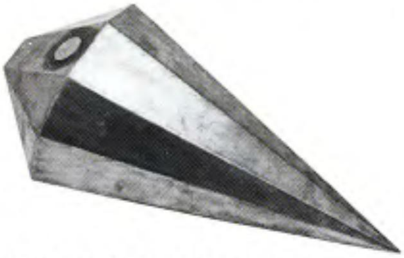
Call Independent Gas Tank Co. at 480-633-6700 or see them on the Web at www.independentgastank.com.

Independent Gas Tank Co. Bobber Tank

An ideal mix of old looks and new technology, Independent's bobber gas tank can be set high or low to give your bike the heart of a true custom. Independent says their bobber tank looks awesome on

a bobber or a chopper.

Call Independent Gas Tank Co. at 480-633-6700 or see them on the Web at www.independentgastank.com.



Gas Tanks By L.A. Choppers

L.A. Choppers' gas tanks are fabricated from heavy-gauge steel in California. They feature a right-side petcock with 22mm bung and come with mounting tabs and brackets as well as Hot Match pop-up gas caps. The tanks are available in various styles and retail for $1,199.99. All fuel tanks should be test fit, pressure-tested, and pre-sealed before painting.

Contact your Custom Chrome dealer representative at 800-359-5700 or log on to www.customchrome.com.

Jim Nasi Customs' Fender Blanks

Jim Nasi Customs' front and rear fender 180-degree blanks are made from high-quality, 14-gauge steel. They are designed to wrap around your tire with the best fit possible while still providing the proper clearance. The fenders are available with a radius crown or flat top configuration. The blank allows you to use your imagination and create a cut to your personal satisfaction. Pre-cut fenders are available also within certain styles. Fenders can be pre-cut to specifications for special orders. Call 800-964-NASI for details or visit www.jimnasicustoms.com.

Classic Gas Tanks Come From Paughco

Look no further than Paughco if you're into classic chopper tanks. The manufacturer offers coffin-style gas tanks that were originally designed for use on choppers in the '60s and '70s. Paughco felt it was time to bring them back in style. The

latest offerings from Paughco include all the original designs as well as several new styles. Styles include lengths from 20 to 25 1/2 inches, widths from 10 to 1 3 inches, heights from 7 to 10 inches, capacities from 2 to 5 gallons and various tunnel dimensions. Paughco's Coffin tanks retail from $549.

For details call 775-246-5738 or check out the complete Paughco line on the Internet at www.paughco.com.

Resto And Chopper Fenders Are Available From Paughco

When it comes to building chopper and restoration parts, Paughco believes that it is second to none in experience and variety. Paughco says they have you covered, from the largest selection of custom and replacement frames in the industry to a wide selection of nostalgic and custom fenders. Shown here are three of the company's traditional fenders that custom builders have been using over the past four decades. The 5-x-42-inch, flat chopper fender retails for only $19 and is available in 6- and 7-inch widths as well. Paughco's extended front fender with bracket is designed for 21-inch wheel applications. Full rear coverage is provided by the skirted fender, which measures 9 x 35 inches.

For full details on the complete line of traditional chopper and custom replacement fenders from Paughco, call 775-246-5738 or visit www.paughco.com.

If You Want Fat, You've Got It

Sportster owners looking to outfit their machines with large capacity tanks for long hauls and those interested in giving

their Sporty that big twin look will find just what they're after in this latest custom replacement gas tank from Paughco. Shown here is the new 4.2-gallon fat bob-style tank designed specifically for '82-'94 Sportster applications. Fully pressure-tested, these heavy-duty tanks bolt directly to the stock Sportster tank brackets, feature a left-side rear external outlet for your stock petcock and can be ordered in single or dual cap models. Paughco 4.2-gallon Sporty fat bob-style tanks are 19 inches long, 14 inches wide, 8 inches deep and feature a centerline hole-to-hole mounting bracket measuring 14 5/8 inches. Each tank comes in raw steel and includes custom rubber-mount brackets. Paughco Sporty 4.2-gallon fat bob-style tanks retail for $296.95 and can be purchased from Paughco dealers worldwide or by calling 775-246-5738. The 4.2-gallon tank is also available for '95-and-later Sportsters and a variety of big twin and custom applications.

Pro-One Goes Strutless With Weld-On Fenders

Engineers at Pro-One have designed a custom, wide-body fender to provide both pro and home bike builders with significant customizing options. These rugged, heavy-gauge, steel fenders were developed to weld in place, allowing fabricators to fashion the rear section of bikes using single-shock, Pro-Quad and Pro-Builder chassis without the use of struts. These weld-on strutless fenders provide any custom bike with the latest in contemporary styling as well as coverage for tires up to 240-series. Each fender

FRAMES & ROLLERS BY DNA

Dealer Inquiries Welcome

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36° rake
1 1/8" D.O.M. tubing
3" Stretch on back bone
0 on down tube

38° rake
1 3/8" D.O.M. tubing
3" Stretch on back bone
0 on down tube

42° rake
2" D.O.M. tubing
4" Stretch on back bone
6" stretch on single down tube
No Seat Post

42° rake
2" D.O.M. tubing
4" Stretch on back bone
6" stretch on single down tube
No Seat Post

180/200 Old School Chassis

(Paint & Tires NOT Included)

240/250 ProStreet Rolling Chassis

(Paint & Tires NOT Included)

Billet Wheel optional
shown additional $450.00

240/250 Chopper Rolling Chassis

(Paint & Tires NOT Included)

240/250 Rigid Rolling Chassis

(Paint & Tires NOT Included)

comes complete with all the necessary brackets and features hidden channels for your wiring needs. The Pro-One weld-on strutless fenders are offered in 9- and 11-inch-wide models.

For complete details call 800-884-4173 or go to www.pro-one.com.

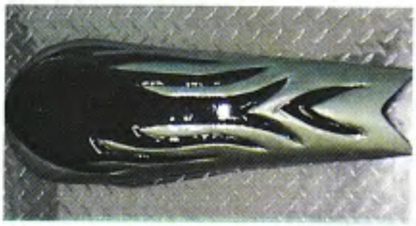
Old-School Chopper Tanks From Pro-One

Formed and precision-welded using high-quality 16-guage steel, Pro-One's old-school chopper tanks are fully pressure-tested prior to shipping. Threaded for standard or Pro-One crossover vent fittings, they are fit with a traditional chopper-style, screw-in, billet aluminum cap. Pro-One says these tanks are easily adapted to a wide variety of applications. Tanks are offered in curved-bottom and flat-bottom styles. Measuring approximately 24 inches long and 12 inches wide, both styles carry close to 3 gallons of fuel.

Call Pro-One for information at 800-884-4173 or go to www.pro-one.com

Scar Uses Their Blacksmithing Experience To Create Sheet Metal Motorcycle Art

Scar supplies one-of-a-kind custom tanks and fenders to the aftermarket motorcycle industry. Scar's goal is to offer the fabricators and builders unique product lines to set their merchandise apart from the pack. Designs are imprinted by hand into the tank or fenders to give them a 3-D effect. Example of this work would be a stainless steel oil tank with a skull imprinted, a gas tank with a tribal design hammered into it, or a stainless steel



fender with brass embellishments. Scar also offers custom accessories such as sissybars and handlebars. Scar has just added a deep draw press system to their 4,000-square-foot facility to offer faster turnaround time and add a variety of other unique products. Scar works in all metals and specialize in stainless steel.

Call Scar at 305-246-0769 or view their unique niche in the industry at www.scarcycles.com.

Sumax Composite Fenders Are Light But Tough

Sumax says their new-style composite glass fenders are half the weight and twice the strength as old-style fiberglass fenders. A combination of space-age, woven glass cloths is used for structural strength. This also makes it very easy for custom LED lighting. Rear fenders have glassed-in, convoluted tubing for wiring ease and safety. A sandable gray primer

gel coat finish makes them ready to scuff and shoot.

Front fenders come in a variety of shapes and sizes to fit narrow and wide glide applications. Rear fenders have been designed for many of the newer Softail, Dyna, and XL models, while Sumax also offers a wide assortment based on fender widths.

All fenders are manufactured at their facility located in upstate New York. Sumax also offers an OEM program for private labeling.

Call Sumax at 315-768-1058 or 800-654-5546, or go to www.sumax.com.

Phantom Tank Is Radical

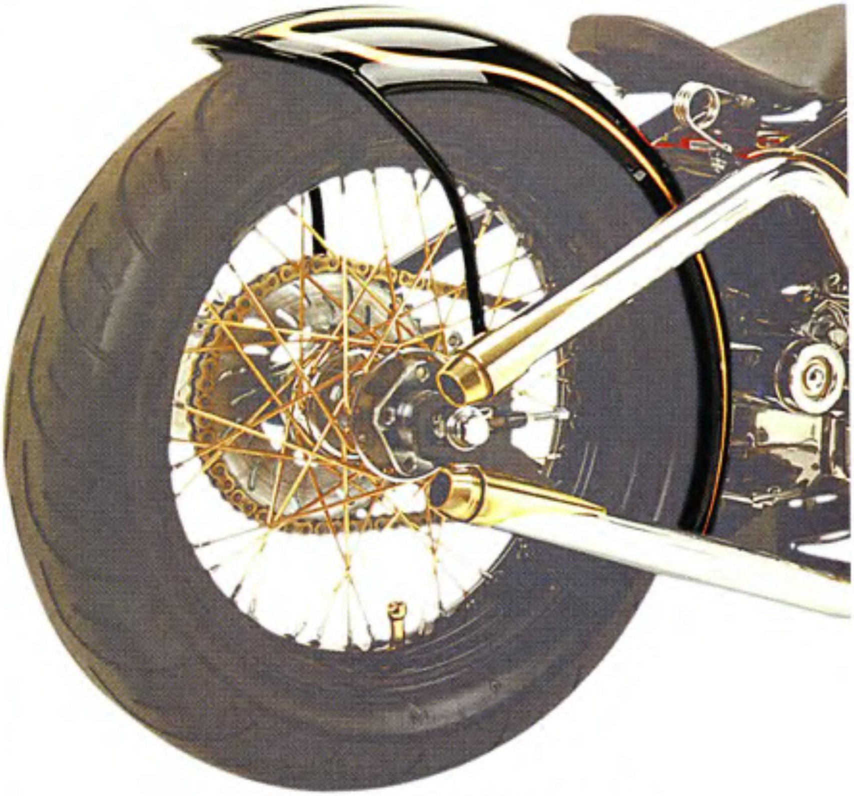
Paul Yaffe now makes a very radical production tank for custom builders. Yaffe developed this tank to mount on Double Trouble and Phantom. This 35-inch-long, 14-inch-wide tank fits PYO's new 7-inch forward stretch chassis designs. Yaffe actually pushed this tank so far forward that the front of the tank covers the cradle rails. These tanks are formed from 16-gauge steel and feature PYO's exclusive leak-proof, pop-up gas cap. They are factory pressure-tested and shipped raw, ready for mock up, body and paint. Mounting straps are also included.

Call Paul Yaffe Originals at 602-840-4205 or log on to the PYO Web site at www.paulyaffeoriginals.com.

PYO'S Super Stretch Tank For Softails

This stretched tank kit (below) is created specifically for '99-and-later factory Harley-Davidson Softails. Yaffe adapted the PYO 1-piece Roadster tank to a stock platform so you don't need to modify your frame. Yaffe says you can now completely customize the look of your bike with a high-quality, bolt-on kit. This kit includes a 16-gauge steel fuel tank, hand-upholstered, snap-on seat and a bracket that allows an ignition switch to be relocated under the tank. No cutting, no welding; just follow the easy instructions. The enclosed instructions even include several of Yaffe's customizing ideas such as relocating a speedometer to the handlebars and several component suggestions. Shipped raw and ready, the kit is also available in a deluxe version, including ignition switch, petcock and crossover

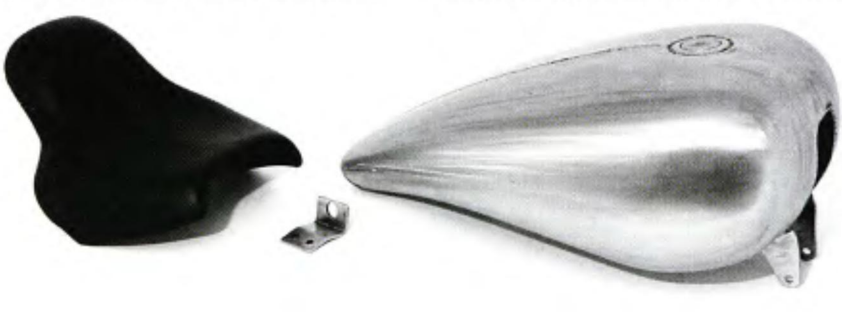
Call Paul Yaffe Originals at 602-840-4205 or visit www.paulyaffeoriginals.com.



Chica Ribbed Custom Fenders From Custom Chrome

Chica Custom Cycles designed these unique, raised rib rear fenders that fit many custom applications (above). Made from steel, the fenders feature a raised center rib and are supplied unpainted. You just have to cut them to fit and drill them for proper mounting, leaving you with plenty of creative, positioning options. The Chica raised rib rear fenders come in three widths of 5, 6 and 7 inches, with respective retail pricing of $161.99, $174.99 and $192.99.

See your Custom Chrome dealer sales representative to order or go to www.customchrome.com.



Custom Chrome Carries Doss Rocket Rear Fenders

Made of 18-gauge steel, the Doss Rocket rear fenders were developed to match the customized Rick Doss Rocket bike. These fenders must be drilled and fitted before painting and have a 15 3/4-inch radius. They are available in four different widths of 7 1/4, 8 1/2, 9, and 11 inches. All sizes retail for $279.99.

See your Custom Chrome dealer sales representative to order or go online to www.customchrome.com.

TERESI® DYNO-DRAGS™

Patent No.6,123,547 & No.6,605,503

2005 SCHEDULE

Dec 3-12/5	Open
Dec 10-12/12	Open
Dec 17-12/19	Open
Dec 24-12/26	Merry Christmas
Dec 31	Happy New Year
Jan 8-9 2005	***2nd Annual Dyno-Drag Nationals - Pomona, CA***
Jan 14-16	Open
Jan 21-23	Open
Jan 28-30	V-Twin Expo Cincinnati, OH
Feb 4-6	Open
Feb 11-13	Open
Feb 18-20	Open
Feb 25-27	Open
Mar 4-13	Bike Week Daytona Beach, FL
Mar 18-20	Specialty Motorsports Bluffton, SC
Mar 25-27	Charlotte Honda Charlotte, NC
April 1-3	Eastside H-D Bellevue, WA
April 8-10	N.M. Motorcycle Show and Swap Meet Albuquerque, NM
April 15-17	Cycle Center Freemont, CA
April 20-24	River Run Laughlin. NV
April 29-30	Open
May 5-8	Cycle de Mayo, Lake Plesant, AZ
May 13-15	Open
May 18-22	Spring Bike Week Myrtle Beach, SC
May 27-29	Open
June 3-5	Doc's H-D Kirkwood, Il
June 10-12	Gutterridge H-D Danville, IL
June 16-19	Bike Week Laconia, NH
June 24-26	J&P Cycle Anamosa, IA
July 1-3	Open
July 8-10	Open
July 15-17	Open
July 22-25	Bikefest Carlisle, PA
July 28-30	Honda Homecoming in Marysville, OH
Aug 5-7	Open
Aug 10-14	Bike Week Full Throttle Saloon Sturgis, SD
Aug 19-21	Open
Aug 26-28	Open
Sept 2-4	Open
Sept 9-11	Loess Hills Rally Council Bluff,IA
Sept 16-18	San Jose H-D San Jose, CA
Sept 21-25	Reno H-D Reno NV
Sept 30-Oct 2	Open
Oct 7-9	Town & Country Sport Center Cement City, MI
Oct 15	Jim's H-D St. Petersburg, FL
Oct 20-23	Biketoberfest
Oct 28-30	Open
Nov 4-6	Open
Nov 11-13	Open
Nov 18-20	Open
Nov 25-27	Open
Dec 2-4	Open
Dec 9-11	Open
Dec 16-18	Open
Dec 25	Merry Christmas

TERESI DYNO-DRAG takes "inter-active" to a new level by allowing motorcycle enthusiasts to compete head-to-head with their own bikes under real racing conditions.

Utilizing a pair of motorcycle dynos, Christmas tree starting lights and a computerized timing system, riders can test their racing skills and find out how fast their bikes really are — all in the safety of a stationary environment.

Once "staged," the rider is looking down the simulated track, complete with an electronic scoreboard that displays top speed and elapsed time for each lane. With engines revving, the green light flashes and the riders accelerate their bikes — side-by-side — through the 1/4-mile stretch, just like at a real drag strip. And since every "run" is also a dyno-pull, the Teresi Dyno-Drag provides a printout of horsepower for each competitor.

The Teresi Dyno-Drag is a self-contained, mobile inter-active attraction that can be set-up most anywhere — indoor stadium or outdoor parking lot — regardless of weather conditions.

With appearances planned at over 40 events per year for some 120+ days of operation, the Teresi Dyno-Drag will be coming to an event near you this year!

Book your event today, call Alan at 818-416-7320 or email dynodrags@yahoo.com

2ND ANNUAL DYNO-DRAG NATIONALS

Anyone racing in the 2004 year will qualify for the 2005 Dyno Drag Nationals.
Cash Prizes ★ Trophies Winners will be featured in V-Twin Magazine.
$10,000 purse even last place will get $1,000!

V-Twin Motorcycles · J&P Cycles · Performance Machine • Inc Disc Brakes and Wheels · Bros Club · Belt Drives Ltd.

ReadersRides

Claude Buckholts
Edmonds, Washington
1964 Police Special

Claude, a custom painter of motorcycles and musical instruments by trade, has had this beautiful panhead for going-on 20 years. "Yep, it's an old friend," he says, as I feel the temperatures of my heart cockles rising.

One thing old friends have is, of course, history, and this venerable vehicle has plenty of it, which Claude immediately confirms. "It started out as a stock '64 step-down frame with a '41 knucklehead rear section swayed and welded on," he says, "and it's also got a '41 front end that was stretched 2 inches. I built the front end; the frame was already done when I got the bike."

Of course, Claude painted the bike, giving it that oh-so nostalgic look we all seem to crave these days. In fact, Claude reached waaay back in time by dressing the panhead in colors that were standard fare during the 1931 model year.

A curious mixture of old and new, the bike also features Evo flanges in the 80-cubic-inch motor that was rebuilt by Indian Jeff McGeary about seven or eight years ago. The flanges were installed by Our Gang.

"The bike's been in many different forms," Claude says. "Last time I redid it, it was a Wide Glide. Also, I usually just buy the cheapest stuff, like the old spongy grips, to make it what it really is."

And what's that? "Well, just an old, rigid frame panhead," he says. "When I first fell in love with motorcycles as a kid, that's what it was."

Others seem to share his views. "I just took it to the Bikers Blues Bash in Port Townsend and got Best of Show there," Claude says, "and I ride it all over the place."

Due to the somewhat moist environment he lives in, Claude has given in and attached a turned-around Triumph 650 Bonneville rear fender on the front. "I got tired of getting hosed by the water and gravel," Claude says.

What, in Washington state?

—Tripper

Photos: Owner

ReadersRides

Frank Marasa
Centennial, Colorado
2000 Fat Boy

"You know how it is...," Frank says. Well, yes, I do, but why don't you go ahead and tell us anyway, Frank? "You have a bike three years and it's time for a change."

Oh yeah, that one. Of course I knew that! I knew it was Osama.... I mean, yeah, what he said.

Frank continues. "Except, I didn't want a new bike this time."

This time? You mean, every other three years Frank got himself a brand-new ride?

But never mind all that. Here's the deal: Anticipating the reoccurring ritual, Frank says, "I began to stockpile new parts about a year ago. New fenders from Sumax. A new Harley tank stretched by Scott Bars. Risers. Seat. The usual trinkets. Then, when winter hit, apart it came. Cut, shape, drill the fenders. Fit everything and make sure everything fit me. Off to John May for some tasty paint."

Obviously not given to long, drawn-out tales or even adjectives (except for "new"), Frank made equally short shrift of the assembly process, taking care, however, that only the best products would find a place in his, uh, yes, new ride. "An S&S hot setup kit with DaVinci D carb to kick up the ponies, and *voila*! Who needs a new cookie cutter bike when you can make your bike fit you?" he asks, presumably rhetorically.

"Short and fat," is how he describes his creation, "just like my..." Whoa, dude! That's way more info than I, than we all needed to have, OK?

"And the fact that it looks like the *Easyriders* logo?" he adds. "An amazing coincidence!"

Well, yeah, we know how it is....

—*Tripper*

Photos: Owner

Al Beadel
Parker, Arizona
2001 Night Train

Al Beadel is a retired beer wholesaler who rides his bike and drinks beer while his wife slaves away at a local watering hole. At least that's what he tells us. If true, we only hope he doesn't do both at the same time.

Al also tells us that he won the bike at a raffle, and it only cost him 12 grand to win it. It's a long story, so we won't get into it, but after winning what was a stock Night Train, he spent some more cash to change the bike's looks. "I liked the blacked-out motor, but I just started adding a splash of chrome here and there to pick it up a little bit," he says.

But that was just the beginning. "I've also added PM controls on the handlebars, and a friend from V-Twin Customs in Lake Havasu City, Arizona, Al Shaw, helped me with the motor and it's got 95 inches now, with Andrews gear drive cams, short-block Charlie heads, a modified carburetor, and Vance & Hines pipes."

The bike's lowered front and rear, thanks to White Bros., all the wiring is hidden in the bars, and Steven Craig from Lake Havasu, painted the bike for Al. "I've also got the Heartland kit on the back struts with the removable sissybar, so when the sissybar's not in place, there's a bridgework under the seat so it never touches the paintjob," Al explains.

All in all, it seems like Al leads the good life out there in the desert: riding, drinking beer, and wrenching on Harleys in his garage. What could be better?

Al has an idea. "Make my day," he says, referring to the idea of being pictured in this rag. Well, Al, I hope this makes your day indeed. *—Tripper*

Photos: Owner

Bob Quanz
Albuquerque, New Mexico
2003 Ness Y2K

It's funny what can happen when your eyes go bad on you. "Enclosed are some pictures of my Arlen Ness Yak Dyna Glide I built," Bob wrote us. Or at least so I thought. After mulling over the concept of using the gentle Asian bovine's name for a motorcycle model and actually sort of liking it, I suddenly realized, upon closer inspection of the bike's details, that the "Yak" should have actually been a Y2K in reference to Arlen's—also famous—line of frames. Which made a whole lot more sense, of course.

Not that there's anything wrong with a Yak model. I mean, a 2004 Rigid Yak or a 121-inch Yak Glide, that's got a certain ring to it. I can picture it with a bulging gas tank and....

OK, we're talking about Bob's bike here. Bob informs us that unlike a Yak, his Y2K is outfitted with a 95-cubic-inch Stage 4 Twin Cam, which puts 99 horses onto the rear wheel. Not yaks. Horses. He does get some extra power from a Screamin' Eagle, or its components and while we're being animalistic about all this, there's also a custom made seat with cobra skin and the snake's head right there where his gonads would be. Ouch!

Equally brutal, but in a different sense, are the Primo Brute IV primary system and the Yaffe Crack pipes. The Spyke inverted front end and the GMA left side drive break system lend a certain air of sophistication to the project and balance the whole thing out, while the Kodlin headlight and the Dakota Digital speedo recessed into the tank actually seem subdued in the whole context.

"My motorcycle took runner-up best of show in Denver last February," Bob proudly tells us. Sure! What was running in front of it? A Yak? —*Tripper*

Photos: Owner

YOU CAN HAVE THE OLD BIKE FOR FIFTY BUCKS BUT HE GOES WITH IT!
TOM WOJAHN

HARLEY-DAVIDSON'S FAT BOY

CALORIFIC TREAT

Harley-Davidson's 2005 Fat Boy is the company's 15th anniversary model and, as if to underline the Fat Boy factor, company press releases are filled to the hilt with references as to how the young Boy got to be so Fat.

There's talk, for instance, of everything being "super-sized" (doesn't Mickey D's have tabs on that one?), such as the "Wide tires wrapped around solid disc wheels like thick, juicy bacon around a filet mignon."

To omni- or carnivores, this may sound delicious, but what about a calorific overdose? At what point do the bike's arteries become so clogged that its heart collapses?

Easyriders

To really scare off any potential vegetarian riders, Harley-Davidson assures you that "the counterbalanced Twin Cam 88B powertrain, in traditional carb or refined EFI, is no salad eater."

Once you realize that the Fat Boy's front end has "fork tubes like anacondas," a "mammoth chrome headlight and nacelle" and that its floorboards are "as big as surfboards," you may wonder where you could possibly house such a monster. Certainly not in your ordinary, tiny two-car garage.

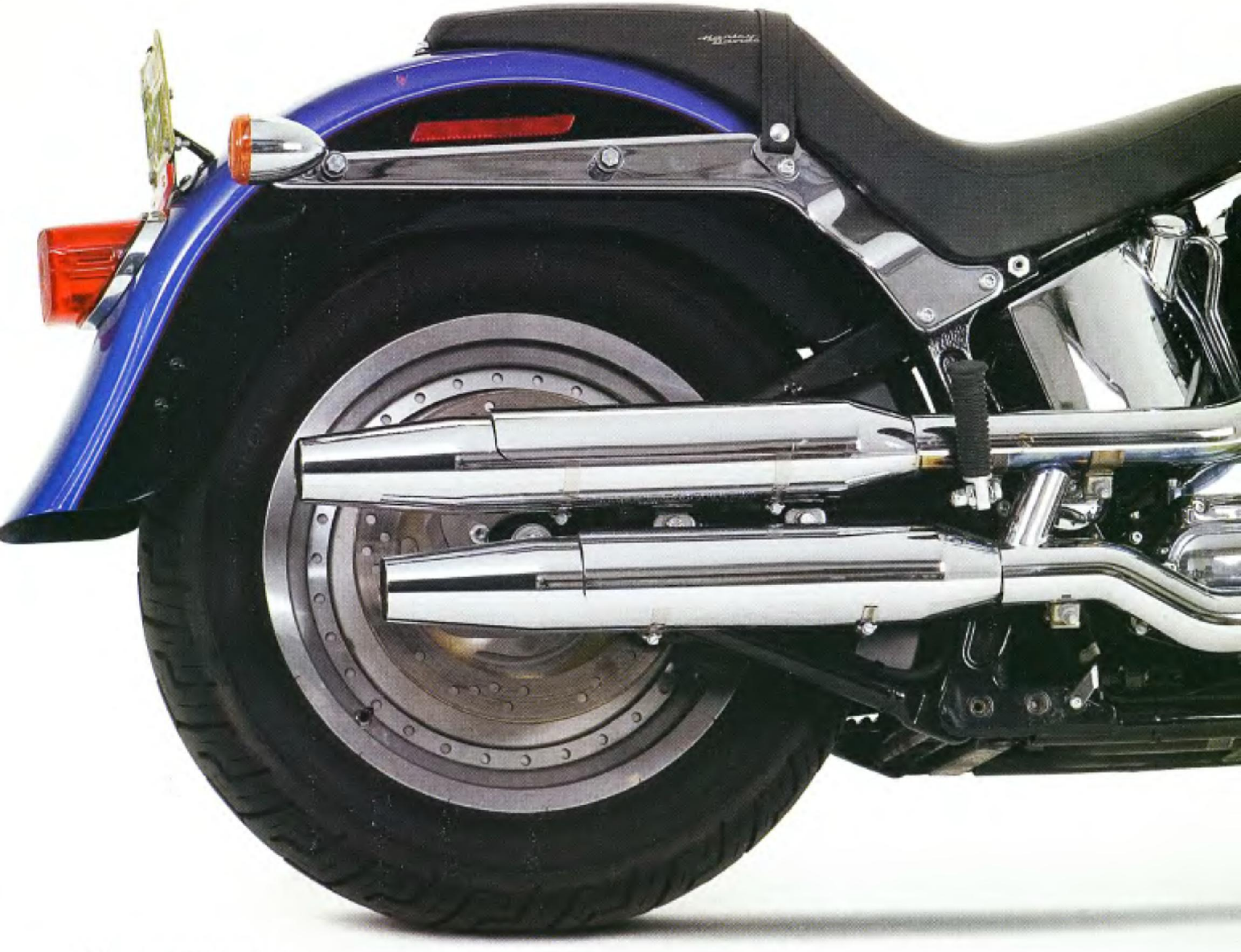
All advertising hype and innuendoes aside, the new Fat Boy is everything the fan of heft can dream of: big, bulky, beefy, brawny…but it still fits nicely into standard car barns everywhere. And it's surprisingly agile for such a big fellow. Harley's EFI system (for fans of bygone days, carbureted versions are also still available) insures very quick throttle response, almost comparable to a gun's hair trigger. It doesn't mean you're gonna be competitive in the quarter mile, it just means it's wise to hold on tightly to the handlebars while giving the bike the initial jolt, which remains available to you throughout a wide power band.

Due to the Fat Boy's relatively generous ground clearance of 5-plus inches and its two-up saddle height of 25.5 inches, amusement park-like minimum heights—or in this case leg lengths—are required for successful operation of the vehicle. On the other hand, and also because of the bike's clearance, you can lean spectacularly into hairpin curves before having to worry about scraping anything, least of all your knee.

Bulk and agility often make for a very seductive combination, which might explain the fact that the Fat Boy has been one of Harley-Davidson's top sellers for well over a decade now, something the competition has not been able to overlook and has been eager to copy. But everyone loves an original and the Fat Boy is certainly that. And more.

The Fat Boy's only shortcomings might be its sort of lackadaisical and not-too-powerful brakes. Step on those puppies and you eventually will come to a stop. But wait! There's only one puppy to step on. That might be your problem right there: single disc brake in the rear, single disc brake in the front.

With its close to 700 pounds (666 dry), the Fat Boy is not one to be taken lightly into traffic. But once you swing your (presumably) regulation-length legs



across the beast, comfort and ease in handling are only part of the enjoyment of being on the road with the Boy. With its rigid-mount, 1450cc Twin Cam 88B balanced motor purring under your rear end, wider cruiser bars, hardtail-style Softail frame with hidden horizontal rear shocks, and shotgun pipes that "pack a wallop before you ever fire up the engine" (to quote Harley's press release), the Fat Boy has an uncanny talent for making even the most awkward-looking neophyte appear at home on and one with the road, even when he's just sitting on it in his garage.

But that's not what we're trying to suggest you do. In fact, we're all for you riding the hell out of this bike, because that's exactly what it was built for. Even if you are a vegetarian. —*Tripper*

General
Fabrication: ....Harley-Davidson
Yea: 2005
Model:....................FLSTFI Fat Boy
Assembly: ....Harley-Davidson

Engine
Year:..2005
Builder: ....Harley-Davidson
Ignition: ....Harley-Davidson
Displacement:........88 cubic inches
Bore/stroke: ......3.75 x 4.00 inches
Cam: ....Harley-Davidson
Intake: ....electronic sequential port fuel injection
Pipes: ....over/under shotguns with shorty duals
Compression ratio 8.9:1

Transmission
Year:..2005
Gear ratio (overall):
1st: 10.110
2nd:..6.958
3rd: 4.953
4th: 3.862
5th: 3.150

Painting
Color: ....too many to mention
Special paint: ....black powdercoated motor

Frame
Type: ....Softail
Rake: ....32 degrees
Stretch: ....none

Accessories
Handlebars:...........................cruiser
Instruments: ....electronic speedometer; odometer; resettable trip meter; diagnostic readout
Indicator lamps: ....oil pressure; engine diagnostics
Oil tank: ....under seat
Oil system:......................3.5 quarts
Seat: ....two-up
Mirrors: ....Harley-Davidson
Grips:....................Harley-Davidson

Front end
Type:................Harley-Davidson FL
Builder: ....Harley-Davidson

Wheels

Front
Type: ....disc
Size: 16-inch
Tire: MH90B16
Brakes: ....11.5-inch x 0.2-inch

Rear
Type: ....silver cast aluminum disc
Size:...................................16-inch
Tire: 150/80B16 71H
Brakes:..........H-D full floating rotor
Photos: ....Rick Hustead

ComingAtYa

The March issue of *Easyriders* (No. 381) will blow your mind with sexy scoots by Eddie Trotta, Pete G., Russell Mitchell, Billy Lane, Repo of Baker Drivetrain, Kim Suter of KC Creations and American IronHorse's rigid chopper, the LSC.

Ride with us to Hulett, Wyoming, for their famous Ham & Jam and hit the California Mid-State Rally; Meet master painter John Stromberg of Lucky 7 Customs and visit Michael Lichter's *Bob's Back* Journey Museum Exhibit.

Out in the garage we'll show you an installation of the cool Rigidaire Seat System by Paul Cox and bring you our Guide to Go-Fast Parts. We'll give you a Survival Guide to Bike Week plus, on the newsstands, our 32-page outsert will bring you our annual American Model Guide for 2005. *On sale February 2nd*

February's *V-Twin* (No. 46) brings you all the fun of this year's Bikertoberfest in Daytona as well as a ride for lady riders. Meet master builder, Roger Bourget, check out the new Victory models, go behind the scenes at Hellbound Cycles and check out the cool threads from Dragonfly. We'll also bring you two incredible Aftermarket Guides, one on frames and one on sheet metal for your cool custom. All this PLUS nine great bike features. On the newsstands, we'll also offer a 32-page outsert to get you ready for the 2005 Easyriders Bike Show Tour showcasing every custom motorcycle seen in our bike magazines last year. It's all comin' your way in the far-out February 2005 issue of *V-Twin*!

On sale January 18th

In *Biker*'s February issue (No. 225), check out this nasty li'l blonde with the Marilyn bike. We're also bringin' ya a Dale Earnhardt tribute bike. It's true! Titties? Of course there's titties. *On sale now!*

In the March 2005 *Wind*, (No. 120), we take a look at all things Sturgis, as well as a very special tribute to David Mann. Throw in this little hottie, Pleasure, and ya got yerself a righteous rag. Newsstand buyers will receive a special Fall Roadware catalog. *On sale now!*

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